



INTRODUCTION

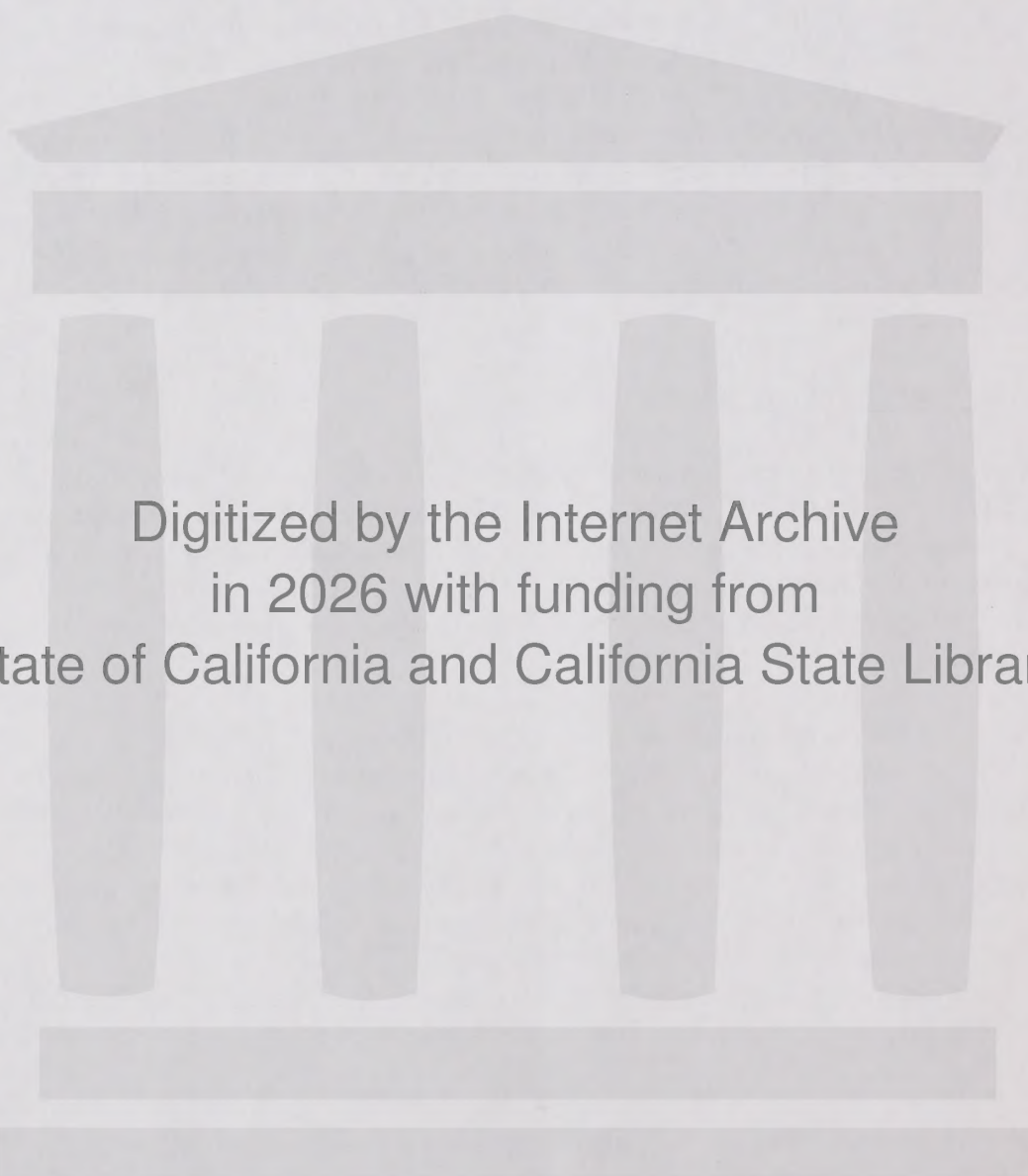
The Circulation Element of the General Plan is a comprehensive plan for vehicular and non-vehicular circulation and transportation within the City of Santa Clarita and its "Planning Area." The Circulation Element of the General Plan is required by Government Code Section No. 65302(b), which dictates that "the General Plan shall have a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the General Plan." These subjects are all contained within this element with the exception of public utilities and facilities. These subjects are fully addressed in the City's optional element, the Public Services, Facilities and Utilities Element and are hereby incorporated by reference in the Circulation Element for consistency purposes.

ROLE OF THE CIRCULATION ELEMENT

It is the intent of the Circulation Element to identify major circulation and transportation resources within and adjacent to the City of Santa Clarita, address potential issues and present a plan to meet and accommodate present and projected circulation and transportation needs. Additionally, it is the intent of the circulation element to provide the City with the mechanism necessary to plan, develop and enhance the City's vehicular and non-vehicular circulation and transportation resources, all in close correlation with the Land Use Element.

The Circulation Element is one of the major elements of the General Plan which is directly responsible for the physical development patterns occurring within and adjacent to the City of Santa Clarita. The needs and capacity of the City's intersection and roadway system, along with other facilities, are governed by the type, density and location of the various existing and proposed land uses within the Planning Area. Due to the physical location of the City within the Valley, the intersection and roadway system is further subjected to a substantial amount of regional cross traffic. Consequently, mechanisms for the maximization of existing and projected intersection and roadway capacities, alternative transportation modes, alternative work programs (i.e., staggered work hours) and the approval and placement of alternative land uses must be investigated for their potential impacts in the Planning Area.

For General Plan purposes, the overall circulation system has been examined at the "macro" level to verify that projected future traffic volumes can be accommodated. Existing and new roadway corridors would carry this traffic. The Circulation Element system identified in the proposed master plan of arterial highways is a projection of long-term circulation needs to accommodate full development of the land uses identified in this Plan. It is anticipated that the City's capital improvement program and other implementation programs will address the short-term circulation needs. The existing network of arterial highways in Santa Clarita is shown in Exhibit C-1.



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EXISTING HIGHWAY & ROADWAY SYSTEM (1997)



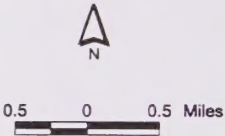
Legend:

Number of Lanes

- 6 Lanes
- 4 Lanes
- 2 Lanes

Freeway

City of Santa Clarita



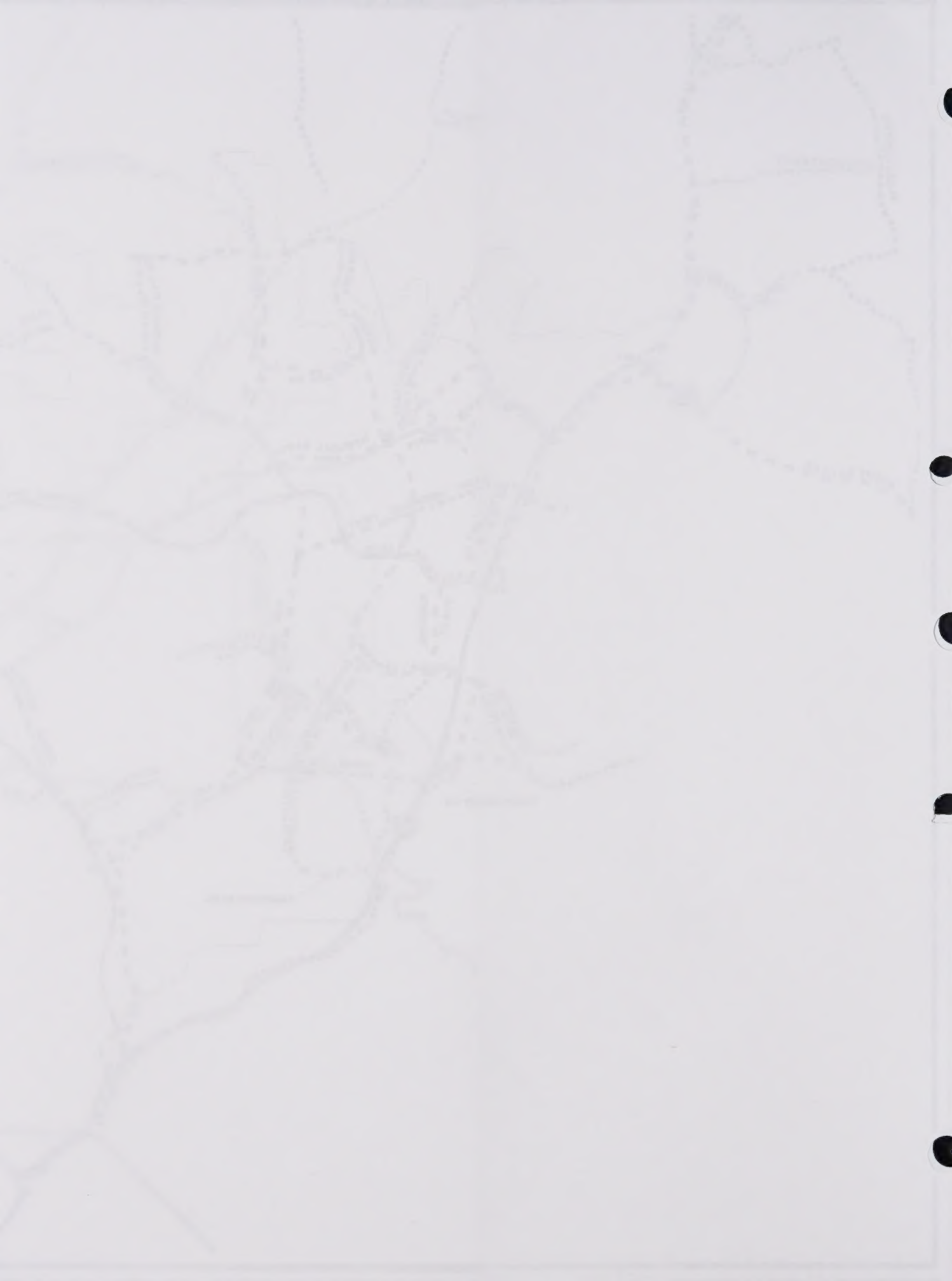
The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

Street Network from Thomas Brothers, 2001

Map prepared by: Planning & Building Services
- GIS Division



City of Santa Clarita
Santa Clarita General Plan





Specific alignment and configuration studies for new and improved roadways are not a part of the General Plan level of analysis. Detailed corridor, alignment and improvement studies will follow the General Plan. These subsequent detailed studies will consider a variety of alternatives to achieve the general objectives of the Plan and will take into account constraints or impediments to specific alignments and improvements not considered at the General Plan level. Such impediments or constraints should include, but not be limited to, topography, ridgelines, oak trees and other impacts to significant vegetation, floodways, existing or future gated roads and communities, visual impacts, neighborhood impact and sentiment, previous construction, costs, and other considerations.

The City's Circulation Element identifies and regulates a hierarchy of transportation corridors with specific development standards prescribed for each classification of roadway. The element also identifies and regulates other transportation facilities and issues including, but not limited to, intersections, bikeways, equestrian trails, truck routes, railways, parking, transit operations, and pedestrian activities. The Circulation Element is often reviewed and utilized to determine how planning and development activities both outside and within the City's boundaries may affect circulation and transportation conditions.

The projected land uses themselves are also governed by the ability to provide an adequate circulation system to accommodate new development. In the event that adequate access and circulation cannot be provided or properly mitigated due to constraints, impediments or timing delays, proposed development as designated in this Plan will need to be correspondingly impeded, delayed or modified.

The element also identifies daily and peak travel demands on key transportation corridors and presents potential mitigation measures necessary to ensure that roadways and intersections within the City will be able to accommodate present and future transportation demands. In addition, potential impacts relative to existing conditions or regional traffic patterns are identified and appropriate strategies are proposed to mitigate these potential impacts. These mitigating strategies are further supported by the element's goals and objectives.

DEVELOPMENT OF THE CIRCULATION ELEMENT

The City's Circulation Element has been prepared in close correlation with the Land Use Element using a state-of-the-art computerized traffic model specifically designed for the Planning Area. This travel demand forecasting model is based upon the widely used TRANPLAN modeling software. The modeling process produces results which include levels of service, volume to capacity ratios, average daily traffic on the basis of a 24-hour period, and the most likely routes to a destination. The base traffic model was validated against actual traffic counts to assure an accurate model calibration prior to inputting the future land use traffic generation of the plan.



The model assumes a total trip generation based on the build-out of the General Plan Land Use Element. In 1994 the City and County of Los Angeles developed a joint City-County consolidated traffic model to assess the traffic network and traffic impacts of planned land use in the Santa Clarita Valley area. This model was developed assuming development will occur based upon the land use designations of the City's General Plan and the Santa Clarita Valley Area-wide Plan and has been tested to accurately calibrate and validate the model.

This planned circulation system for the City of Santa Clarita Circulation Plan (Exhibit C-2) is projected to operate well within acceptable levels of service.

ORGANIZATION OF THE CIRCULATION ELEMENT

The Circulation Element is organized by first providing a description of the City's existing circulation and transportation system conditions. The Statement of Issues Section provides issues and a brief analysis of these conditions and presents potential impacts and constraints. The Goals and Policies Section of the element responds to the potential impacts and constraints by providing direction by which the Circulation Element Plan may be implemented. Following the goals and policies is the Circulation Element Plan which describes the City's overall present and future circulation system. The Projected Conditions Section presents the projected traffic conditions for the City and the Planning Area. Finally, the Circulation Plan and Implementation Plan Sections present specific proposals and actions for the implementation and success of the Circulation Plan.

EXISTING CONDITIONS

The City of Santa Clarita is located in the northern portion of the County of Los Angeles and is served by an existing network of roadways, multi-use trails and commuter rail. Situated just north of the San Fernando Valley, access to Santa Clarita is limited to two primary freeway corridors: Interstate 5 (I-5) and State Route 14 (SR-14). Interstate 5 delineates the western boundary of the City, while SR-14 generally lies along the southeastern boundary of the City. Although Interstate 5 provides an important link between the southern and northern portions of California, it also serves as a vital link for commuter traffic between the cities of Santa Clarita and Los Angeles. SR-14 is also utilized by a substantial amount of commuter traffic and provides a regional link between the Los Angeles basin area and the high desert communities of Palmdale and Lancaster. The Metrolink commuter rail provides a commuter link between Santa Clarita and downtown Los Angeles, Glendale, Burbank, San Fernando and the Antelope Valley.



REGIONAL FACILITIES

The two regional freeway facilities which service the City accommodate significant commuter traffic volumes as well as provide regional access to the general Santa Clarita area. Interstate 5 traverses the general area in a north/south direction along the western boundary of the City and is delineated with eight (8) travel lanes. SR-14 traverses the City in a northeasterly direction and accommodates between 4 and 10 travel lanes.

Limited secondary regional access is provided to motorists in the western portion of the Planning Area via State Route 126 (SR-126). SR-126 traverses the western portion of the Planning Area in an east/west direction and currently extends from the City of Ventura at the Pacific Ocean to the Interstate 5/SR-126 interchange. The existing SR-126 route is located along portions of San Fernando Road and Magic Mountain Parkway running northwest/southeast between Interstate 5 and SR-14.

The Santa Clarita Metrolink is part of the Southern California Regional Rail Authority (SCRRA) rail system which provides service between downtown Los Angeles and the Antelope Valley. There are two Metrolink stations in Santa Clarita: Santa Clarita Station on Soledad Canyon Road which opened in October 1992 and the Santa Clarita/Princessa Station which opened in February 1994 as an emergency measure following the Northridge Earthquake.

ARTERIAL STREET SYSTEM

The existing circulation system for the Planning Area is the transportation backbone of the internal and through traffic circulation network. This system consists of five roadway types which include major highways, secondary highways, limited secondary highways, collector and local streets. The major and secondary highways provide through access to large volumes of traffic between major activity locations and generators while direct and indirect access into residential and community areas is provided from limited secondaries, collectors and local streets.

Many roadways are further classified as "divided" or "undivided." This separation is critical since divided roadways have the ability to incorporate turning lanes to improve the vehicular capacity of the roadway. Furthermore, dedicated roadways may incorporate raised medians to restrict random or excessive access from driveways and cross streets. Divided roadways are the most efficient roadway type since conflicts at intersections are minimized permitting traffic volumes and flows to be constant. Undivided roadways usually require less right-of-way, do not provide refuge areas for turning vehicles and have been found to be less efficient than divided roadways. The existing circulation system is illustrated in Exhibit C-1.



MAJOR HIGHWAYS

Within the City of Santa Clarita Planning Area, the major highway roadway classification has an ultimate roadway design section of at least six travel lanes with limited vehicular access to the roadway through driveways and cross streets. The roadway is usually divided by a raised landscaped median with left turn pockets provided at limited locations. It is the intent of all major highways to accommodate the majority of traffic between different portions of the City and adjacent communities and the freeway system. Most major highways, at a maximum capacity level of service (level "E"), can accommodate approximately 54,000 vehicles per day when fully improved to design standards. Bike lanes are delineated on major highways where parallel and adjacent bikeways are not available.

SECONDARY HIGHWAYS

The secondary highway roadway classification has an ultimate roadway design section of four travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway usually accommodates a roadway median with left turn pockets being provided at limited locations (when built to appropriate standards). It is the intent of all secondary highways to service the majority of through traffic and collect traffic from limited secondary streets. Most secondary highways, at an acceptable level of service, can safely and effectively accommodate approximately 44,000 vehicles per day (at level of service "E" with limited interruptions). Bike lanes are delineated on secondary highways where parallel and adjacent bikeways are not available.

LIMITED SECONDARY HIGHWAYS

The limited secondary highway classification has an ultimate roadway design section of four travel lanes with partial control of vehicular and pedestrian access to the roadway from driveways, cross streets and crosswalks. The roadway usually is undivided and may accommodate limited parking activity and left turn pockets at major intersections. It is the intent of all limited secondary highways to accommodate moderate volumes of traffic and provide local access to major and secondary highways. Most limited secondary highways, at an acceptable level of service, can safely and effectively accommodate approximately 24,000 vehicles per day.

COLLECTOR

In the City of Santa Clarita, the collector road classification is given to those roadways which have an ultimate roadway design section of two travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway usually is undivided and will not accommodate left turn pockets at intersections. It is the intent of all collector roadways to service all local traffic from residential, commercial and industrial uses and to provide access to the arterial roadway system (major, secondary and limited secondary highways). Most collector roadways, at a maximum capacity level of service "E", can accommodate approximately 15,000 vehicles per day.

**LOCAL STREETS**

Typically, this classification is given to any street which must be accessed through the use of any of the four previously identified roadway types. Typical streets which are classified as local streets include residential streets, private streets, service roads and public alleys.

KEY INTERSECTIONS

The City's existing circulation system is comprised of several vital intersections which directly affect the safety and efficiency of the City's circulation network. These major intersections play a key role in the maintenance and further development of the arterial roadway system and are identified as follows:

- ❖ Bouquet Canyon Road/Newhall Ranch Road
- ❖ Lyons Avenue/Wiley Canyon Road
- ❖ Lyons Avenue/Orchard Village Road/Valley Street
- ❖ Lyons Avenue/San Fernando Road
- ❖ Orchard Village Road/Wiley Canyon Road
- ❖ McBean Parkway/Orchard Village Road
- ❖ McBean Parkway/Valencia Boulevard
- ❖ McBean Parkway/Magic Mountain Parkway
- ❖ McBean Parkway/Newhall Ranch Road
- ❖ San Fernando Road/Sierra Highway
- ❖ San Fernando Road/Magic Mountain Parkway
- ❖ Soledad Canyon Road/Whites Canyon Road
- ❖ Soledad Canyon Road/Sierra Highway
- ❖ Soledad Canyon Road/Sand Canyon Road



- ❖ Sierra Highway/Via Princessa
- ❖ Valencia Boulevard/Magic Mountain Parkway
- ❖ Valencia Boulevard/Soledad Canyon Road/Bouquet Canyon Road
- ❖ Whites Canyon Road/Via Princessa

CONGESTION MANAGEMENT PLAN ROADWAYS

There are four congestion management plan (CMP) roadways in the Santa Clarita Planning Area. These CMP roadways are recognized by the Southern California Association of Governments (SCAG) as critical mobility corridors in the SCAG region. The CMP roadways are the following:

- ❖ Interstate 5- the Golden State Freeway
- ❖ State Route 14- the Antelope Valley Freeway
- ❖ State Route 126
- ❖ Sierra Highway

EXISTING DAILY TRAFFIC VOLUMES

Traffic volumes for all roadways included in the general Planning Area were obtained and utilized in developing an existing volume base for the purpose of determining level of service ratings and for comparison to projected future conditions. Average daily traffic (ADT) on a given roadway segment is an estimate of the amount of vehicular traffic carried on the average over a 24-hour period of time. The estimate of ADT is often based on an actual 24-hour traffic count taken during a mid-week day.

EXISTING LEVELS OF SERVICE

A vital component of any circulation element is the existing Level of Service (LOS) evaluation. This evaluation determines the existing LOS for both roadway segments and intersections for the primary study area.

The LOS of a roadway segment or intersection is a qualitatively defined measure of prevailing traffic, design, and operational conditions. The LOS, denoted alphabetically from "A" to "F," best to worst, is an evaluation of the degree of congestion, roadway design constraints, delay, accident potential, and driver discomfort experienced during a given period of time typically during the peak hour or on



a daily basis. While LOS A represents the most desirable operational state for a roadway segment or intersection, LOS C is considered a benchmark for planning purposes. In heavily urbanized areas, LOS D is an accepted, though undesirable, condition for peak hours of vehicular travel - particularly on freeways.

The LOS may be quantitatively calculated by a number of methods which generally compare traffic volumes with the physical and operational capacity of a roadway section or intersection to carry the traffic demands placed upon it. For roadway segments, the volume-to-capacity (V/C) ratio is indicative of LOS. Tables C-1 and C-2 lists typical service volumes, along with corresponding V/C ratios, for various types of highways and intersections at LOS ranging from A to F.

MULTI-USE CORRIDORS AND BIKEWAYS

The City's Multi-use Corridor System is a trail system that serves a combination of users, including pedestrians, bicyclists and equestrians. Multi-use corridors are encouraged within and adjacent to local river and flood plain facilities. Class 1 bikeways constructed by the City are typically part of a multi-use corridor. The minimum width for a multi-use corridor is 17 feet, which provides for separation between modes of travel between bicyclists and pedestrians. A minimum width of 30 feet is desired for multi-use corridors with an equestrian component. The South Fork Trail is an example of a typical minimum width multi-use corridor that accommodates pedestrians, bicyclists, and equestrians.

A vital component of any circulation element is the bikeway system. Bikeways are not only a significant transportation resource but also can be instrumental in the implementation of an open space or park and recreation plan. The City has several types of bikeways including bike routes or lanes, which are located on-street, and bike paths, which are located off-road and are typically part of the City's multi-use corridors. The City has identified areas for bikeway development in various City documents including the Park Project Report, the Santa Clara River Water Feature Report and the Parks Master Plan.

The City of Santa Clarita has constructed several bikeways since incorporation. Prior to the incorporation, the County of Los Angeles controlled the bikeway program within the City limits and the general Planning Area. The City has been active in planning for a more progressive bikeway program that would include both on-street and off-road bikeway improvements.

The City supports the installation of a network of Class 1, Class 2 and Class 3 bike lanes/routes/ paths to link the City. The City has constructed several multi-use trails that include class 1 bike trails such as the Chuck Pontius Commuter Rail Trail, the South Fork

Trail, and the Santa Clara River Trail. The City encourages class 2 bike lanes on all new segments of major and secondary highways where other convenient bikeway options do not exist.



TABLE C-1
LEVELS OF SERVICE (LOS), VOLUME TO CAPACITY (V/C)
RATIOS & SERVICE VOLUMES FOR URBAN ARTERIAL HIGHWAYS

Level of Service	V/C Ratio	Description	Average Daily Traffic Service Volumes				
			8-Lane Divided	6-Lane Divided	4-Lane Divided	4-Lane Undivided	2-Lane Undivided
A	≤ 0.36	<u>Free Flow</u> – low volumes; little or no delay throughout the day or during peak hours.	48,000	36,000	24,000 (28,000)	16,000	5,000
B	≤ 0.54	<u>Stable Flow</u> – relatively low volumes; acceptable delays experienced throughout the day; some peak hour congestion	54,000	40,400	27,000 (32,000)	18,000	7,500
C	≤ 0.71	<u>Stable Flow</u> – relatively low volumes; acceptable delays experienced throughout the day; some peak hour congestion.	60,000	45,000	30,000 (36,000)	20,000	10,000
D	≤ 0.87	<u>Approaching Unstable Flow</u> – poor, yet tolerable delays experienced throughout the day. Peak hours may experience significant congestion and delays.	66,000	49,500	33,000 (40,000)	22,000	12,500
E	≤ 1.00	<u>Unstable Flow</u> – heavy congestion and delays experienced throughout the day and during peak hours. Volumes at or near capacity.	72,000	54,000	36,000 (44,000)	24,000	15,000
F	$> 1.00+$	<u>Forced Flow</u> – both speeds and flow of traffic can drop to zero. Stoppages may occur for long periods with vehicles backing up from one intersection through another. (Referred to as “gridlock” condition).	This condition represents system breakdown and does not have a specific relationship to service volumes.				

Augmented Intersections: Will add 15% to the above roadway capacity.

Source: Highway Capacity Manual, Special Report 209; KHR Associates, 1987.

Note: (XX,XXX) = Capacity for Limited Access on 4-Lane Divided Arterial.



TABLE C-2
LEVELS OF SERVICE AND VOLUME TO CAPACITY (V/C) RATIOS FOR INTERSECTIONS

Level of Service	V/C Ratio	Description
A	0.00 - 0.60	<u>Excellent</u> – Vehicle delays less than one cycle length and no approach phase is fully utilized.
B	0.61 - 0.70	<u>Very Good</u> – An occasional approach phase is fully utilized; drivers being to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	<u>Good</u> – Occasionally drivers may be delayed through more than one signal cycle length and back-ups may develop behind turning vehicles.
D	0.81 - 0.90	<u>Fair</u> – Delays may be substantial during portions of the peak hours, but adequate gaps may occur to prevent excessive backups.
E	0.91 - 1.0	<u>Poor</u> – Represents saturation of intersection. Motorists experience delays of several signal cycle lengths.
F	1.00+	<u>Failure</u> – Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles through the intersection. Tremendous delays with increasing queue lengths.

Source: Highway Capacity Manual, Special Report 209; KHR Associates, 1987.

BUS SERVICE AND DIAL-A-RIDE

Transit operations within a local region can play a major role in the overall composition of a circulation element. Transit service has traditionally been proven to be a convenient and cost effective transportation alternative.

Presently, the City of Santa Clarita is serviced by a City owned and operated bus service. Local and regional bus service is provided by Santa Clarita Transit (SCT) which operates local routes within the Planning Area and regional service into and out of Los Angeles, Antelope Valley, Van Nuys and Warner Center. This regional service serves several park-n-ride facilities located in the southern portions of the City.

The Los Angeles Department of Transportation (LADOT) provides commuter service from the Antelope Valley to Westwood and Century City. This service includes stops in the Santa Clarita Valley.



Another SCT transit service available to the residents of Santa Clarita is the Dial-A-Ride service. This service is geared toward senior citizens and disabled persons and operates daily.

The City's Short Range Transit Plan outlines current transit and pedestrian opportunities in the City and is the document that identifies projects to be included on the regional transportation improvement plan. The City's Transportation Development Plan identifies long range transit planning opportunities. The Transportation Development Plan coordinates expansion of transit opportunities with other City policy documents, including the General Plan.

METROLINK

The Santa Clarita Metrolink is part of the Southern California Regional Rail Authority (SCRRA) rail system which provides service between downtown Los Angeles and the Antelope Valley. There are two Metrolink stations in Santa Clarita: Santa Clarita Station on Soledad Canyon Road and the Santa Clarita/Princessa Station. A future Metrolink site is planned in the Newhall area of the City as is an eventual linkage to Ventura County.

REGIONAL COOPERATION

The City of Santa Clarita actively participates in regional transportation planning efforts. The lead transportation planning agencies in the region are the Southern California Association of Governments and the Los Angeles Metropolitan Transportation Authority. These agencies include the City of Santa Clarita within the North Los Angeles County Area subregion for transportation planning efforts and encourage cooperation with other subregion members including Los Angeles County, Palmdale and Lancaster. Future transportation planning efforts will include increasing interaction with Ventura County as development progresses west of Interstate 5.

The development of a high-speed rail link between Northern and Southern California will provide an additional opportunity for intergovernmental transportation planning. The City actively supports the development of high-speed rail with a stop in the Santa Clarita Valley.



STATEMENT OF ISSUES

No two communities are precisely alike, therefore the General Plan for each community must address issues which are unique to each community. From these issues the goals and policies of the plan, the plan itself, and the measures necessary to implement the plan are developed. The circulation system planned by the County of Los Angeles for the Santa Clarita Valley was not completed prior to incorporation of the City. As a result, the City of Santa Clarita experiences traffic and circulation problems which require attention. A few of the traffic and circulation conditions which plague the City today may be resolved through the implementation of planned roadway and intersection improvements. The preparation and adoption of a detailed Circulation Element allows the City to create future roadways, realign or reconfigure existing roadways, widen existing roadways and intersections, construct on and off-road bikeways, provide transit facilities and develop policies which promote progressive and realistic methods of accommodating future mobility and access needs of the Planning Area.

The following represent opportunities to reduce and resolve current problems and minimize or eliminate future impacts:

- ❖ Make sure that the pace of development matches the pace of required transportation infrastructure improvements.
- ❖ Examine all signalized intersections for the potential to interconnect them into a network that will permit coordination and timing for maximum traffic and pedestrian flow.
- ❖ Examine all major, secondary and limited secondary highways to identify points of conflict, such as excess driveways openings and street intersections.
- ❖ Examine all signalized intersections for the potential to have controlled left turns and striping for controlled right turns.
- ❖ Examine all major and secondary highways for the creation of bus turnout areas where appropriate.
- ❖ Explore the potential for the adoption of transit demand management requirements for commercial and industrial uses who have large employee populations.
- ❖ Explore the potential for restriping of major, secondary and limited secondary highways to increase traffic capacities.



- ❖ Examine the feasibility of establishing a traffic mitigation fee on new developments to mitigate the impact of new development on the existing circulation network and to aid in the completion of the planned network.
- ❖ Explore the use of Bridge and Thoroughfare fees, federal and state grants, transit funds, and the like as a source of funding for Circulation Element roadway improvements.
- ❖ Explore the potential to improve pedestrian access to provide safe, direct, attractive and convenient pedestrian linkages throughout the community.
- ❖ Identify opportunities and maintain the ability to develop multi-use corridors in the City.
- ❖ Encourage expansion of rail linkages in the Santa Clarita Valley, especially expansion of the Metrolink commuter service and establishment of service to Ventura County.
- ❖ Explore opportunities for creating multi-modal transit stations throughout the Santa Clarita Valley.
- ❖ Explore opportunities for creating "transit-friendly" development including improved pedestrian access to commercial, industrial and residential uses.

Constraints to the resolution of the problems of circulation within the City of Santa Clarita and the general Planning Area will be impeded simply by the location of the City within the Valley. The City is the destination for many people within the region as a place to work and shop. The following additional items will also present constraints to the mitigation and/or resolution of the circulation and traffic problems within the City.

- ❖ The location of existing commercial and industrial development will continue to attract trips from outside the City.
- ❖ Existing street improvements are, in some cases, not able to be modified to accommodate additional traffic or circulation movements due to right-of-way limitations and existing developments.
- ❖ Development approvals given by the Los Angeles County are beyond the control of the City, yet may result in significant, unmitigated transportation system impacts.
- ❖ Because of the geographic location of the City within the Valley, the City will continue to act as a funnel for regional trips within the Valley.



- ❖ On a regional basis, the City on its own can do little to alleviate commuter traffic demand on the freeway network. The balance of jobs and housing within the community, as proposed in this plan, is an effective means of minimizing the need for freeway commutes. The jobs/housing issue has regional significance in that, if implemented throughout the region, could achieve positive results to reduce traffic congestion.
- ❖ Existing and possible future gated communities can block and impede the efficient movement of traffic.



GOALS AND POLICIES

The following goals and supporting policies are the general policies used to guide the development of the Circulation Plan contained in the Circulation Plan and the implementation programs outlined in the Implementation Plan Section. The policies further define the goals and describe the intent of the goals. As such, the policies serve as guides by which to measure goal achievement and tailor specific programs. The Policies are listed in order of importance under each Goal statement. The Goals and Policies are a direct result of the issues discussed in the Statement of Issues Section.

The general policies outlined below must be applied and implemented pursuant to the plans and implementation programs contained in the following sections, and in conjunction with the other elements of the General Plan.

Need for Arterial Street System

GOAL 1: To provide a circulation system to move people and goods safely and efficiently throughout the City of Santa Clarita and the general Planning Area.

Policies:

Funding

- 1.1 Maintain a Capital Improvements Program (CIP) which incorporates a funding program for the construction of improvements to the City's roadway system. Specific improvement proposals should be determined for the entire community and all local benefit, cost, feasibility, and safety issues should be considered. Seek alternative funding opportunities to provide adequate transportation and circulation improvements.
- 1.2 Seek alternative funding opportunities to provide adequate transportation and circulation facilities.

Preliminary Implementation

- 1.3 Adopt a program of street and highway landscaping (i.e., median planting and street trees) to enhance the appearance of the City's circulation system.
- 1.4 Enforce dual access requirements where appropriate for safety and circulation purposes.
- 1.5 Establish street standards which are sensitive to topographical constraints, necessary grade separations and other special needs.



- 1.6 Develop design standards for roadway and intersection improvements to safely and efficiently accommodate existing and projected transportation patterns and circulation.
- 1.7 Provide reasonable traffic flow and consider the adoption of a limited access policy which would provide guidelines and criteria by which reciprocal access and parking agreements may be provided to consolidate and minimize traffic interruptions.
- 1.8 Establish a traffic impact "threshold of significant" condition which will require appropriate mitigation for projects where traffic increases at any location where the volume-to-capacity (V/C) ratio increases more than two percentage points (0.02) and where the final ratio is equal to or less than 0.90 (Level of Service D) or where traffic increases at any location where the V/C ratio increases more than one percentage point (0.01) and where the final ratio is greater than 0.90 (Level of Service E).
- 1.9 Where alignments are known, the preservation of corridor rights-of-way should be immediately established.
- 1.10 Pursue and develop a Congestion Management Program (CMP) to promote and ensure realistic and feasible traffic distribution and growth throughout the City of Santa Clarita and the general Planning Area.

Implementation

- 1.11 Improve circulation facilities to provide improved levels of service and standards of safety over current traffic operations with a priority to improve local transportation patterns.
- 1.12 Maintain appropriate levels of service at all intersections in the City during peak hours to ensure that traffic delays are kept to a minimum.
- 1.13 Preserve the quality of residential neighborhoods by discouraging the flow of truck and through traffic in these areas consistent with circulation and emergency needs.
- 1.14 Work cooperatively with County, regional and state agencies to integrate the City's circulation system with that of the surrounding region.



- 1.15 Maximize and improve the operating efficiency and safety of the existing roadway system wherever possible.
- 1.16 Limit the number of intersections and driveways on all major, secondary and limited secondary roadways to accommodate a safe, efficient and steady flow of traffic.
- 1.17 Develop and maintain an appropriate supertruck (trucks with an extended trailer length of approximately 48' to 60') and truck route program which will accommodate the needs of the commercial and industrial uses within the City, and the general Planning Area, but will also provide for the protection and preservation of the City's circulation system and residential areas. Avoid establishing truck routes in areas which contain natural, scenic or other resources.
- 1.18 Require vehicular access to higher density land uses and commercial developments from major, secondary and limited secondary roadways, and not from low density residential neighborhoods.
- 1.19 Maintain adequate access to state highways and freeways serving the Santa Clarita Planning Area including Interstate 5 on the west, State Route 14 on the southeast and State Route 126 on the northwest.
- 1.20 Optimize use of all major, secondary and limited secondary roadways while minimizing use of all collectors and local streets. Encourage development design that ensures that local streets function as designed and not as collector streets or other higher capacity roadways.
- 1.21 Establish roadway alignments and require appropriate dedication of right-of-way for all major and secondary highways.
- 1.22 Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include traffic circles and other traffic calming devices among these measures.
- 1.23 Develop a weight limit plan which, when implemented, will route commercial and construction traffic so that it poses the least impact to the non-arterial street system.
- 1.24 Traffic lights shall be synchronized where advantageous for circulation.



Maintenance

- 1.25 Continue to work with the County in developing and maintaining planned roadways.
- 1.26 Maintain the Santa Clarita Valley Consolidated Traffic Model to regularly review future traffic projections as development occurs and land uses change.
- 1.27 Encourage schools and parents to use the Suggested Routes to School Plan.
- 1.28 Discourage the creation of new gated private roadways that block area-wide through routes.
- 1.29 Encourage consistent through-street names.

Need for Local and Regional Transit Services

GOAL 2: Promote a diversified public transportation system that is safe, convenient, efficient, and meets the identified needs of the City of Santa Clarita and the general Planning Area.

Policies:

Preliminary Implementation

- 2.1 Coordinate local transit planning with regional transportation planning agencies and transit agencies in adjacent communities.
- 2.2 Identify and reserve locations for future commuter rail stations.
- 2.3 Pursue the development of a local car pool information and routing program. The program can provide alternative transportation for concentrated users.
- 2.4 Explore the use of the railroad right-of-way for intra-valley and commuter use between SR-14 and any proposed station locations.



Implementation

- 2.5 Incorporate accommodations and facilities to support local transit services (i.e., bus lanes, bus stops and bus shelters) in new and redeveloped projects, where feasible that are consistent with local transit planning.
- 2.6 Provide for the mobility of City residents to access local services and employment, particularly for those who may experience mobility difficulties, including the elderly, disabled, low income residents and youth.
- 2.7 Develop multi-modal transit facilities that are strategically located in the Planning Area convenient to major local residential and employment centers.
- 2.8 Develop adequate pedestrian access and encourage the use of these systems.
- 2.9 Require right-of-way dedication and/or construction of appropriate facilities in support of a public transportation system in new and redeveloped projects.

Maintenance

- 2.10 Explore the expansion of rail service to Ventura County, to Los Angeles, and to the Antelope Valley. Encourage connections to future high-speed rail that may be located through the Santa Clarita Valley.

Transportation Alternatives

GOAL 3: To promote safe and effective alternatives to the personal automobile that will meet the needs of all Planning Area residents.

Policies:

Funding

- 3.1 Develop, with the support of other agencies, alternative transportation systems throughout the City and Planning Area.



Preliminary Implementation

- 3.2 Develop an integrated system of bus service that reaches all major concentrations of residential development and employment.

Implementation

- 3.3 Provide a system of sidewalks or pathways, tunnels and bridges in residential, commercial and industrial areas that features a safe, attractive and convenient environment, integrating pedestrians and bicycles in a manner harmonious with the surrounding neighborhoods.
- 3.4 Identify and reserve rights-of-way for local transit to connect to regional systems.
- 3.5 Establish multi-use corridors and reserve appropriate rights-of-way.

Maintenance

- 3.6 Maintain the Master Plan of Bikeways that is coordinated with the County plan for the Santa Clarita Valley and regional network, including Ventura County, in order to provide an adequate system for the safe and efficient movement of cyclists.
- 3.7 Promote bicycle and pedestrian accessibility to all commercial, industrial, multi-family residential, and public facilities, including parks, schools, and centers of civic activity.
- 3.8 Promote ride-sharing.
- 3.9 Consider the establishment of a pedestrian only district that is bicycle-friendly.



Parking Facilities

GOAL 4: To provide for and ensure an adequate supply of off-street private and public parking to meet the needs of local residents and visitors to the City and the Planning Area.

Policies:

Preliminary Implementation

- 4.1** Provide parking requirements for various types of land uses which consider travel patterns, mode split, and vehicle size. Periodically review and update these standards as these factors change over time.

Implementation

- 4.2** Provide public parking resources and transportation alternatives in response to the demand for such facilities (including park-and-ride facilities), through development exactions, special assessment districts or other appropriate funding mechanisms.
- 4.3** Screen and/or buffer large parking areas from public view through the use of landscape setbacks, earth berms and hedge screens (to headlight level) and trees and landscaping in parking areas while providing convenient pedestrian access.
- 4.4** On-street parking should generally be eliminated from all major, secondary and limited secondary roadways.
- 4.5** In addition to the retention of park-and-ride opportunities near the Antelope Valley Freeway, suitable park-and-ride locations near Interstate 5 should be investigated.

Maintenance

- 4.6** Encourage enclosed bicycle lockers at major destinations.
- 4.7** Consider the use of shared parking and jointly operated parking structures, as appropriate.



Regional System Impacts

GOAL 5: Pursue an aggressive posture in the region in advocating a regional transportation system.

Polices:

Preliminary Implementation

- 5.1 Advocate at the local, state and federal level Transportation Demand Management (TDM) and transit programs, including rail transit and local coordinated busways/routes and bike stations.

Implementation

- 5.2 Encourage the development and utilization of the Metrolink commuter rail system.
- 5.3 Encourage linkages between the City's transportation system, regional rail, light rail, and high-speed rail.
- 5.4 Encourage the creation of High-Occupancy Vehicle (HOV) lanes and other methods to increase the capacity of the SR-14 and I-5.

Maintenance

- 5.5 Encourage intergovernmental coordination and cooperation among all agencies and levels of government for the planning, management, financing, and implementation of transportation system improvements.
- 5.6 Work cooperatively with regional transportation agencies to develop and improve mass transit system connections between the City, metropolitan Los Angeles, Los Angeles International Airport, the Antelope Valley and Ventura County.



Trip Reduction Methods

GOAL 6: Encourage the implementation of trip reduction methods to reduce daily auto trip generation through alternate transportation, land use planning and other strategies.

Policies:

Funding

- 6.1 Develop marketing and customer service plans to promote widespread use of alternatives to the auto. Target public agencies, major employers, the Chamber of Commerce, Transportation Management Associations (TMAs), etc., to encourage commute patterns using public transit.

Preliminary Implementation

- 6.2 Develop coordinated plans for land use, circulation, and transit with City and County departments to concentrate high-density housing, employment and commercial areas close to transit corridors.
- 6.3 Encourage implementation of the City's General Plan, Transportation Development Plan, Bikeway Master Plan, Infrastructure Master Plan and other documents with transportation policies through new development and redevelopment.
- 6.4 Encourage flexibility in development standards to permit higher floor area ratios and lower parking requirements for commercial developments that provide and maintain transit facilities and that subsidize shared-ride programs.

Implementation

- 6.5 Encourage "transit friendly" residential, commercial and industrial development that provides convenient pedestrian and bicycle access.
- 6.6 Encourage new development to use pedestrian "zipper" or walkways to provide a convenient link between different residential neighborhoods and between residential neighborhoods and commercial centers.
- 6.7 Encourage the location of convenience services, such as day care, at transit centers.



- 6.8 Synchronize the expansion of public transportation facilities with new development with implementation of "pay as you go" for expansion of public transportation facilities.
- 6.9 Use attractive bus stops and transfer points to promote transit.
- 6.10 Encourage implementation of transportation demand management strategies including telecommuting, compressed work weeks, and aggressive ride-sharing promotion.

Maintenance

- 6.11 Support improvements to Congestion Management Plan (CMP) facilities and aid in the implementation of the CMP to improve mobility corridors in the Santa Clarita Valley and North Los Angeles County region.



PROJECTED CONDITIONS

The main objective of any circulation element is to determine and present a roadway and intersection system which will safely and efficiently accommodate existing and future transportation demands.

The existing traffic demands for the City of Santa Clarita were investigated and documented in the Existing Conditions Section of this report.

In an effort to determine the projected travel demands for the City of Santa Clarita and the Planning Area, the land use build-out scenario which was determined by the Citizen General Plan Advisory Committee was evaluated. This build-out scenario was then used as the basis for the calculation of projected traffic patterns, distribution and demands.

The joint City-County consolidated traffic model has been developed for the purposes of determining the projected transportation conditions. The projected build-out scenario information was integrated and processed through this computer-based traffic model. The purpose of utilizing the computer-based traffic model in this work effort was to accurately and efficiently determine future traffic conditions. Through the use of the computer-based traffic model, many considerations are taken into account in the calculation of projected traffic conditions. These considerations included, but were not limited to, land use, trip generation factors, trip distribution factors, existing and projected roadway systems, existing and projected intersection networks, travel speeds, parking activity, bus service, transportation demand management and others.

For the conduct of the computer-based traffic model runs, a master plan of arterial highways was developed which envisioned the roadway system which would accommodate future traffic demands.

For the computer model, the proposed Master Plan of Arterial Highways (MPAH) identified in Exhibit C-2 was utilized. Based on the roadway system conditions presented in Exhibit C-2, projected roadway capacities, volumes and levels of service (volume-to-capacity ratios) were determined. The future average daily traffic (ADT) volumes for the City are shown on Exhibit C-3.

CIRCULATION PLAN

This Section contains the proposed plan of the Circulation Element of the Santa Clarita General Plan.

The previous sections introduced this element, reviewed existing conditions, presented projected conditions, and set forth major planning issues related to these subject areas. The proposals presented in this Section have been prepared in response to identified issues and projected conditions.

**PEDESTRIAN-FRIENDLY ENVIRONMENT**

The concept of a liveable community includes providing a desirable environment that encourages walking. Much of the population identifies themselves with a particular transportation mode, such as the automobile or bus. While most people walk, few think of themselves as being pedestrians.

Given that the majority of the community are, in fact, pedestrians, the recognition that pedestrian linkages are as important to the fabric of the community as roadway connections is a critical aspect in providing a balanced circulation network. Whether for access or recreation, new development shall provide opportunities to enhance the pedestrian environment.

Well-designed urban spaces encourage pedestrians. Opportunities exist to take advantage of the interface between public and private boundaries to encourage walking and discourage the use of the automobile. Examples of these opportunities include use of shade-giving street trees, wider sidewalks and paseos buffered from automobile traffic by landscaped parkways, placement of street furniture, and development of attractive plazas that include water features and/or public art. Development standards that encourage mixed-use and convenient pedestrian access between adjacent uses aid in reducing automobile dependence. Landscaping, individual site design that places an emphasis on easy foot access to the street, safety enhancements that separate walking areas from vehicle lanes, roadway configuration, convenience of transit opportunities and attractive destinations are all elements that contribute to making Santa Clarita pedestrian-friendly.

MASTER PLAN OF ARTERIAL HIGHWAYS (MPAH)

To obtain the necessary MPAH for projected traffic conditions in the City of Santa Clarita and the Planning Area, roadway improvements are necessary. These improvements will include work within existing rights-of-way, right-of-way acquisition, intersection redesign, and overall improvements in system management. The plan proposals for the City of Santa Clarita arterial network have been divided into the three categories of roadway (Major Highways, Secondary Highways, Limited Secondary Highways). It should be noted that the MPAH does not represent specific alignments nor does it prevent additional alignments which may be determined appropriate and feasible in the future.

An example of such a new road might be a possible future major east/west thoroughfare south of Soledad Canyon Road to relieve traffic pressure on both Soledad Canyon Road and San Fernando Road.

In 1991, the State of California began to study an extension of State Route 126 through the Santa Clarita Valley to link Interstate 5 on the west to State Route 14 on the east. This roadway was envisioned to be a limited access expressway of eight lanes. In 1992, the City Council rejected two proposed alignments for this expressway and directed that this roadway be eliminated from the City's General Plan.

MASTER PLAN OF HIGHWAY & ROADWAY SYSTEM

General Plan - Circulation Element (1997)



Legend:

Number of Lanes

- 8 Lanes
- 6 Lanes
- 4 Lanes
- 2 Lanes

Freeway

City of Santa Clarita



0.5 0 0.5 Miles

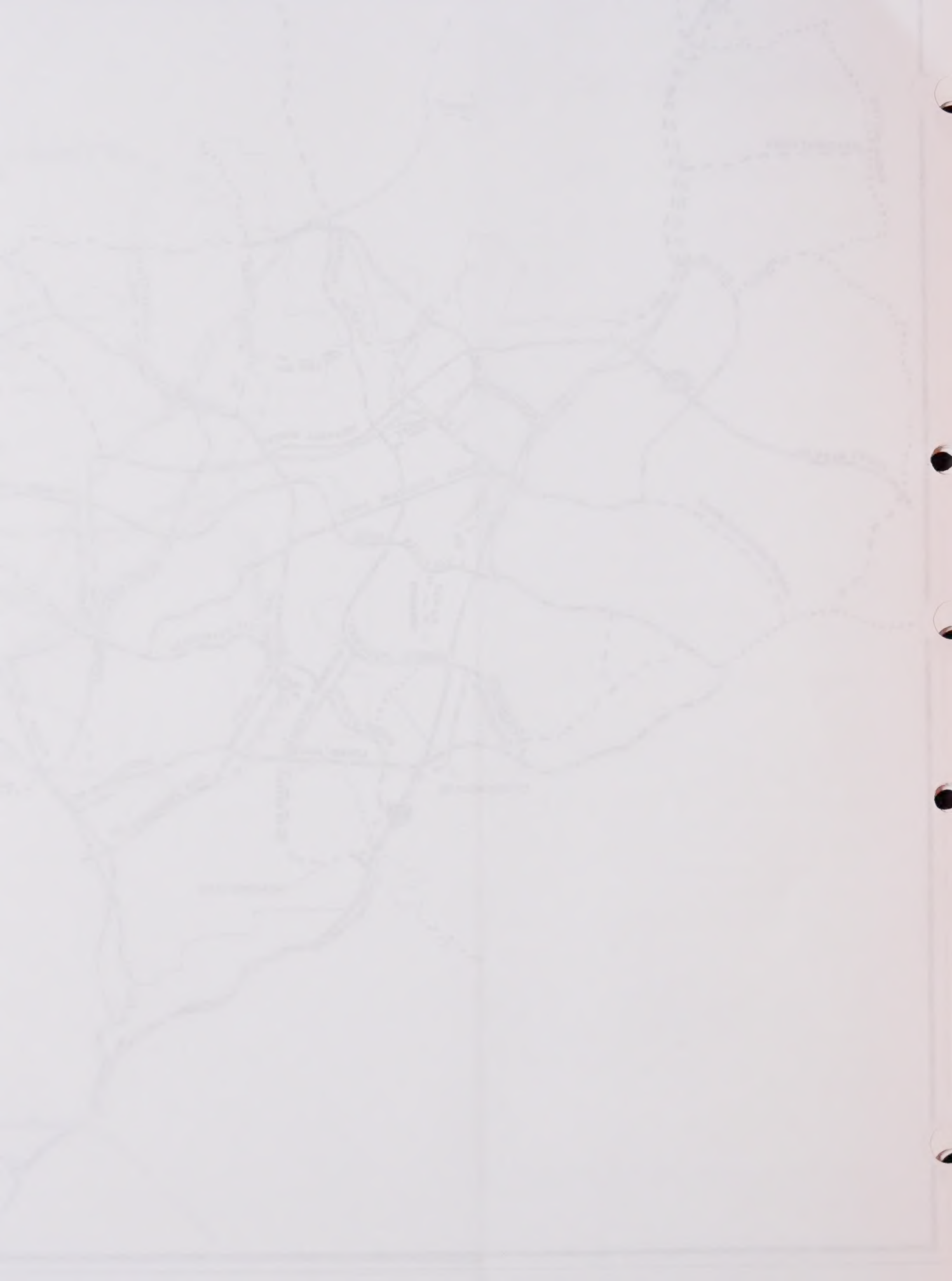
The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

Street Network from Thomas Brothers, 2001

Map prepared by: Planning & Building Services
- GIS Division



City of Santa Clarita
Santa Clarita General Plan



PROJECTED AVERAGE DAILY TRAFFIC VOLUMES

General Plan - Circulation Element (1997)



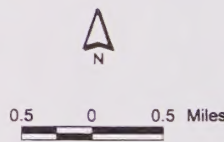
Legend:

ADT Volumes (in thousand)

- Over 50K
- 36K - 50K
- 25K - 35K
- Under 25K

Freeway

City of Santa Clarita



The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

Map prepared by: Planning & Building Services
- GIS Division



City of Santa Clarita
Santa Clarita General Plan

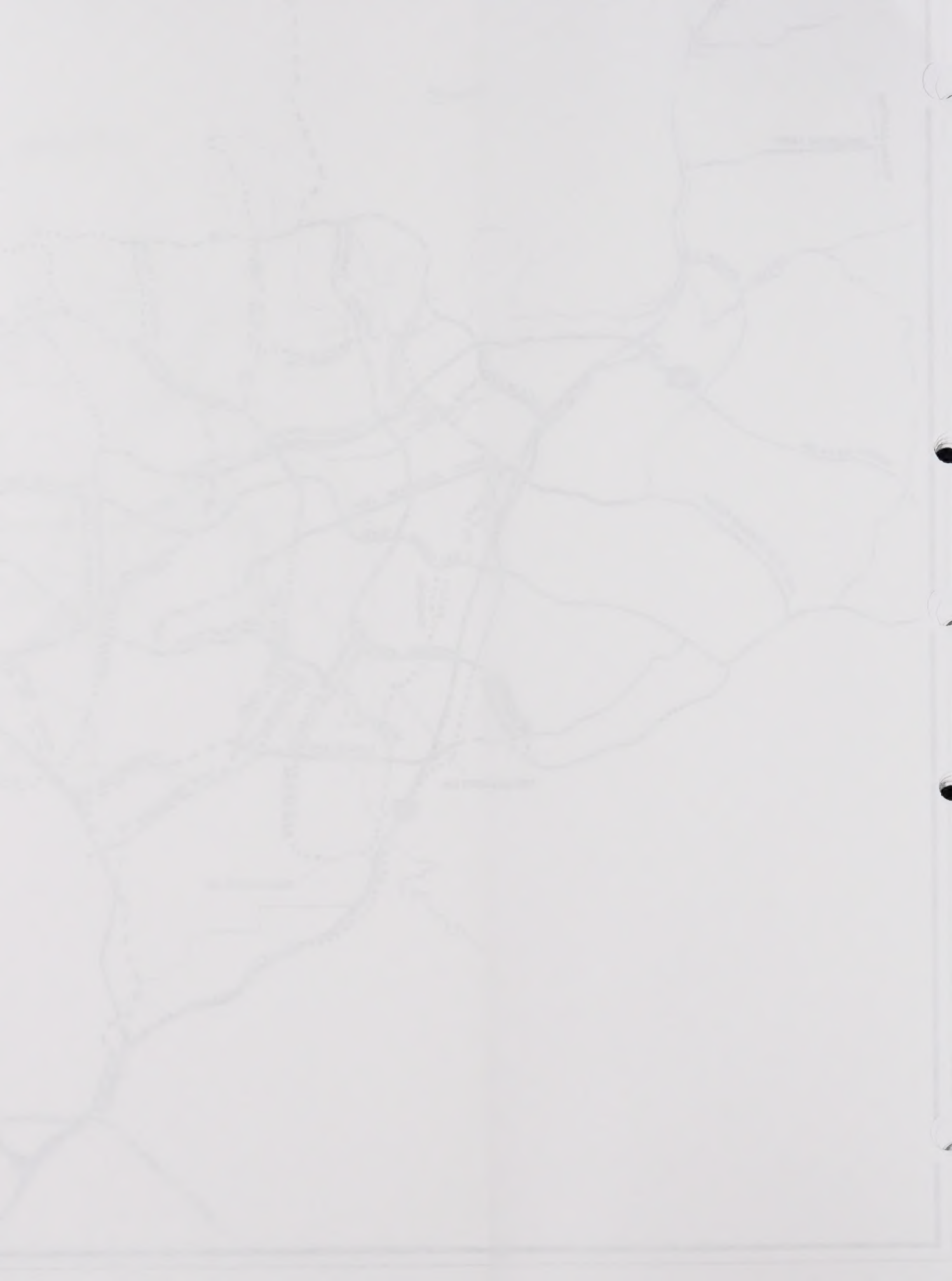
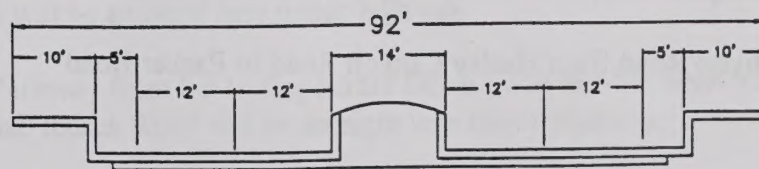
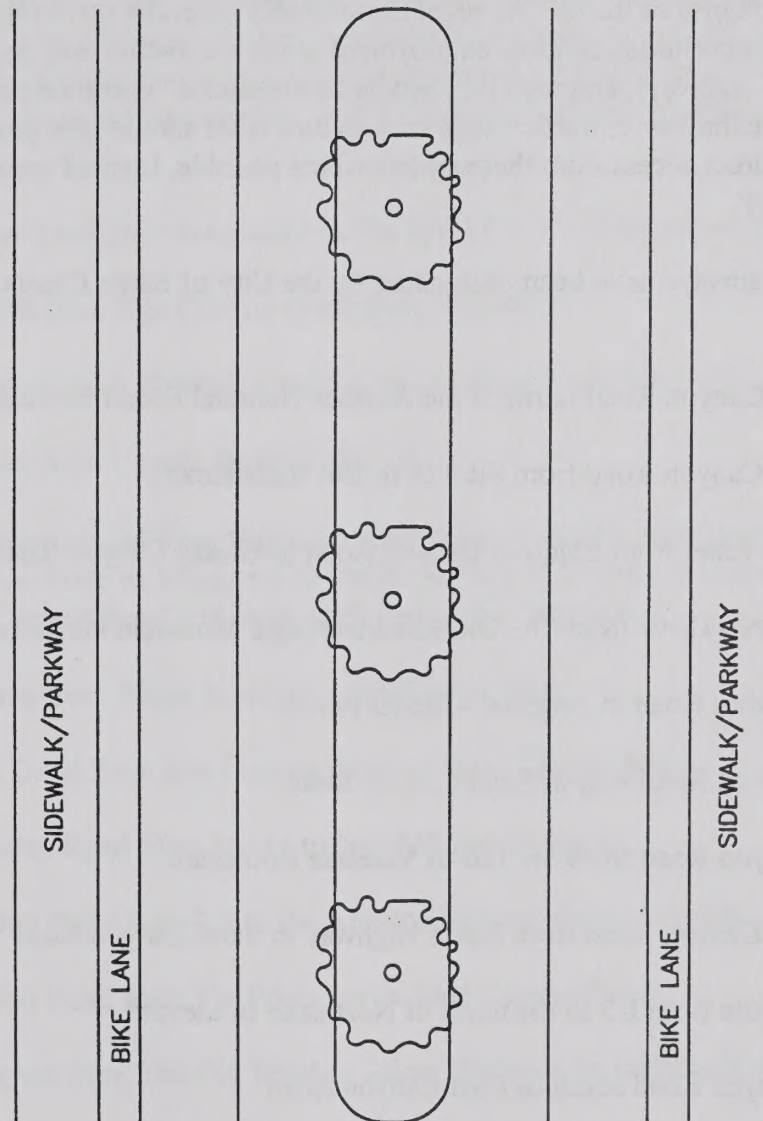




Exhibit C-7a - Sub-Urban Secondary Arterial Highway with Bike Lane Detail



TWO LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN



LIMITED SECONDARY HIGHWAYS

Limited secondary highways serve primarily to provide access to major and secondary highways and to move lower volumes of traffic. As such, these streets generally serve relatively small areas such as residential neighborhoods or local employment areas. Curb-cuts may be more numerous along limited secondary highways, although they should be minimized. On-street parking may be permitted where appropriate; however, traffic needs such as turn lanes should take priority. Residential units should not take direct access from these streets where possible. Limited secondary highways have a right-of-way of 84'.

The following roadways have been designated by the City of Santa Clarita as Limited Secondary Highways:

- ❖ Bouquet Canyon Road north of the Angeles National Forest boundary
- ❖ Chiquito Canyon Road from SR 126 to Del Valle Road
- ❖ Del Valle Road from Chiquito Canyon Road to Hasley Canyon Road
- ❖ Henry Mayo Drive from The Old Road to Magic Mountain Parkway
- ❖ Lake Hughes Road in Angeles National Forest
- ❖ Lost Canyon Road east of Sand Canyon Road
- ❖ Pico Canyon Road from SR 126 to Valencia Boulevard
- ❖ Placerita Canyon Road from Sierra Highway to Sand Canyon Road
- ❖ Ridge Route from I-5 to the north of Northlake Boulevard
- ❖ Sand Canyon Road south of Lost Canyon Road
- ❖ San Francisquito Canyon Road in Angeles National Forest
- ❖ Sloan Canyon Road from Hasley Canyon Road to Parker Road



MAJOR HIGHWAYS

Major Highway roadways, the Planning Area's main commuter links, are intended to provide for the movement of large volumes of traffic between major traffic generating land uses, and between cities.

Major highways should be designed to carry a minimum of six lanes of traffic at relatively high speeds. On-street parking along the major highways should be prohibited to maximize traffic flow.

Curb-cuts, driveways and other intersections shall be limited wherever possible to also maximize traffic flow.

The following roadways have been designated by the City of Santa Clarita as major highways:

- ❖ Avenue Scott from Rye Canyon to McBean Parkway
- ❖ Avenue Tibbits from Newhall Ranch Road to Magic Mountain Parkway
- ❖ Backer Road from Castaic Road to SR 126
- ❖ Bouquet Canyon Road from Magic Mountain Parkway to Soledad Canyon Road and from Seco Canyon Road to Vasquez Canyon Road. The link between Soledad Canyon Road and Seco Canyon Road will be an eight lane major highway.
- ❖ Castaic Road from Ridge Route to Lake Hughes Road
- ❖ Copperhill Drive from Rye Canyon Road to Seco Canyon Road
- ❖ Golden Valley Road from SR-14 to Newhall Ranch Road
- ❖ Lake Hughes Road from I-5 to the Angeles National Forest boundary
- ❖ Lost Canyon Road from Via Princessa to Sand Canyon Road
- ❖ Lyons Avenue from The Old Road to Sierra Highway (at Dockweiler Drive)
- ❖ Magic Mountain Parkway from I-5 to Via Princessa. The link between I-5 and Valencia Boulevard will be an eight lane major highway.
- ❖ McBean Parkway from I-5 to Copperhill Drive. The link between Valencia Boulevard and Newhall Ranch Road will be an eight lane major highway.
- ❖ Newhall Ranch Road from I-5 to Golden Valley Road and the link between Bouquet Canyon Road and I-5



- ❖ Orchard Village Road from Lyons Avenue to McBean Parkway
- ❖ Parker Road from The Old Road to Castaic Road
- ❖ Pico Canyon Road from Valencia Boulevard to west of The Old Road
- ❖ Plum Canyon Road from Bouquet Canyon Road to Whites Canyon Road
- ❖ Rye Canyon Road from The Old Road to Copperhill Drive
- ❖ Sand Canyon Road from Placerita Canyon Road to Soledad Canyon Road
- ❖ San Fernando Road from SR-14 to Magic Mountain Parkway
- ❖ Santa Clarita Parkway from Bouquet Canyon Road to SR-14
- ❖ Sierra Highway from SR-14 to north of Davenport Road
- ❖ Soledad Canyon Road from Bouquet Canyon Road to east of SR-14 ramps
- ❖ Stevenson Ranch Parkway from I-5 to Pico Canyon Road
- ❖ The Old Road from Pico Canyon Road to Stevenson Ranch Parkway and from Valencia Boulevard to Backer Road and south of Calgrove Boulevard
- ❖ Valencia Boulevard from Pico Canyon Road to Bouquet Canyon Road. The link between I-5 and McBean Parkway will be an eight lane major highway.
- ❖ Vasquez Canyon Road from Bouquet Canyon Road to Sierra Highway
- ❖ Via Princessa from Lost Canyon Road to San Fernando Road
- ❖ Whites Canyon Road from Via Princessa to Plum Canyon Road
- ❖ Wiley Canyon Road from Lyons Avenue to San Fernando Road

As proposed, these streets are designated to have at least six-lanes, divided, with no on-street parking. The standard design width of a major highway is usually 116' from edge of right-of-way to edge of right-of-way, however, the width may be greater. An exception to this is Sand Canyon Road, south of Lost Canyon Road, where trail easements and related circulation conditions warrant additional travel lanes but where only two lanes (one in each direction) will be considered (left turn



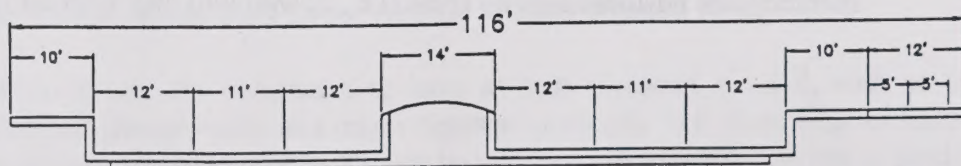
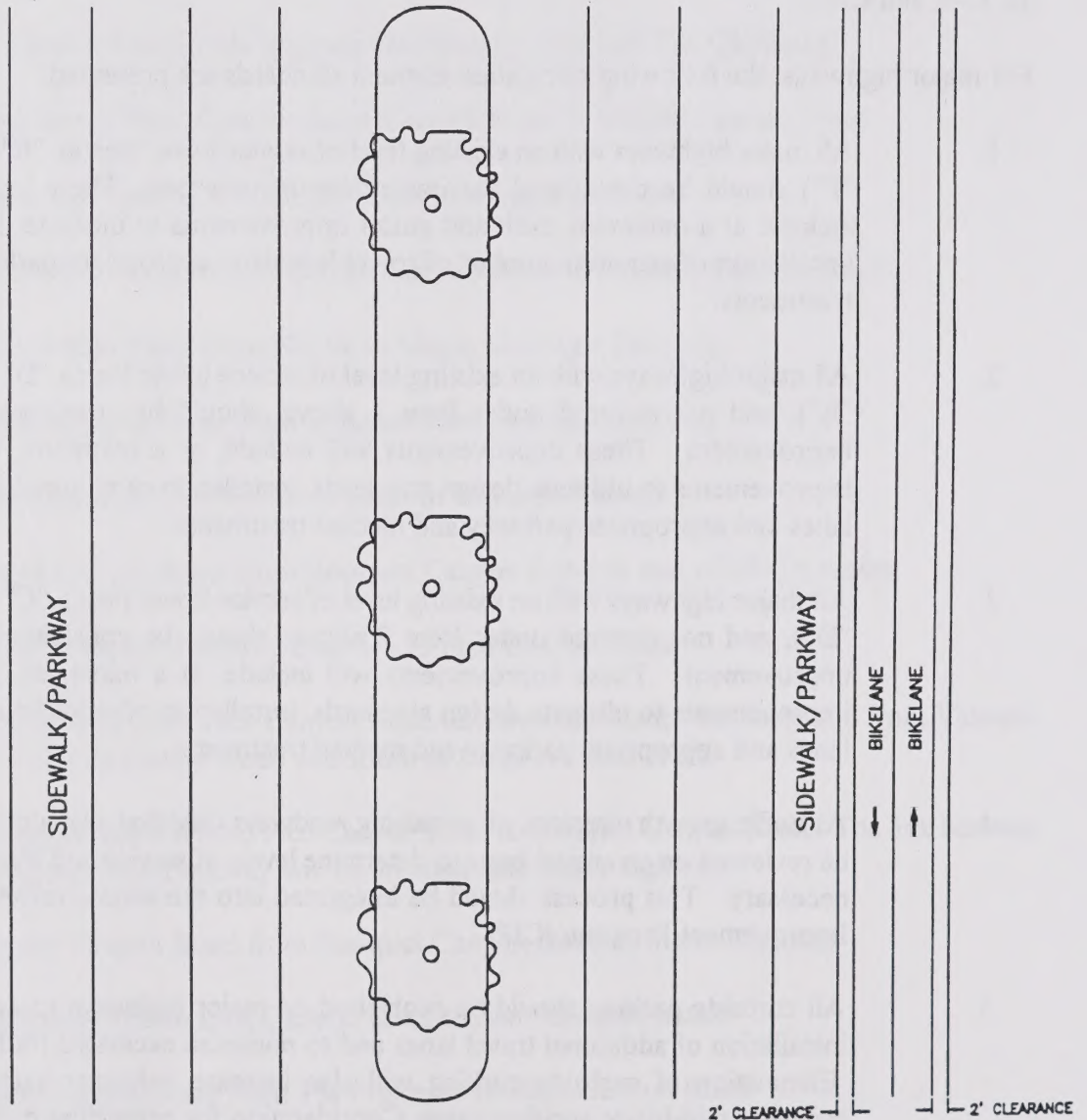
and de-celeration lanes are not considered travel lanes and may be required), and portions of Bouquet Canyon Road, Magic Mountain Parkway, McBean Parkway and Valencia Boulevard where eight travel lanes will be considered. Standard designs for a major highway are shown in Exhibits C-4, C-4a, C-5, and C-5a.

For major highways, the following circulation element standards are presented:

1. All major highways with an existing level of service lower than an "E" rating (i.e., level "F") should be considered for immediate improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
2. All major highways with an existing level of service lower than a "D" rating (i.e., level "E"), and not covered under Item 1 above, should be considered for near-term improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
3. All major highways with an existing level of service lower than a "C" rating (i.e., level "D"), and not covered under Item 2 above, should be considered for long-range improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
4. As traffic growth warrants, all remaining roadways classified as major highways should be reviewed on an annual basis to determine levels of service and if improvements are necessary. This process should be integrated into the annual review of the Capital Improvement Program (CIP).
5. All curbside parking should be prohibited on major highways to accommodate the installation of additional travel lanes and to minimize excessive traffic interruptions. Elimination of curbside parking will also increase vehicular safety and assist in reducing mid-block accident rates. Consideration for permitting curbside parking in specific local business activity areas (i.e., downtown) may warrant investigation.



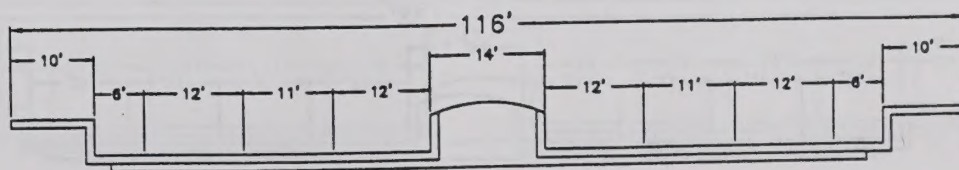
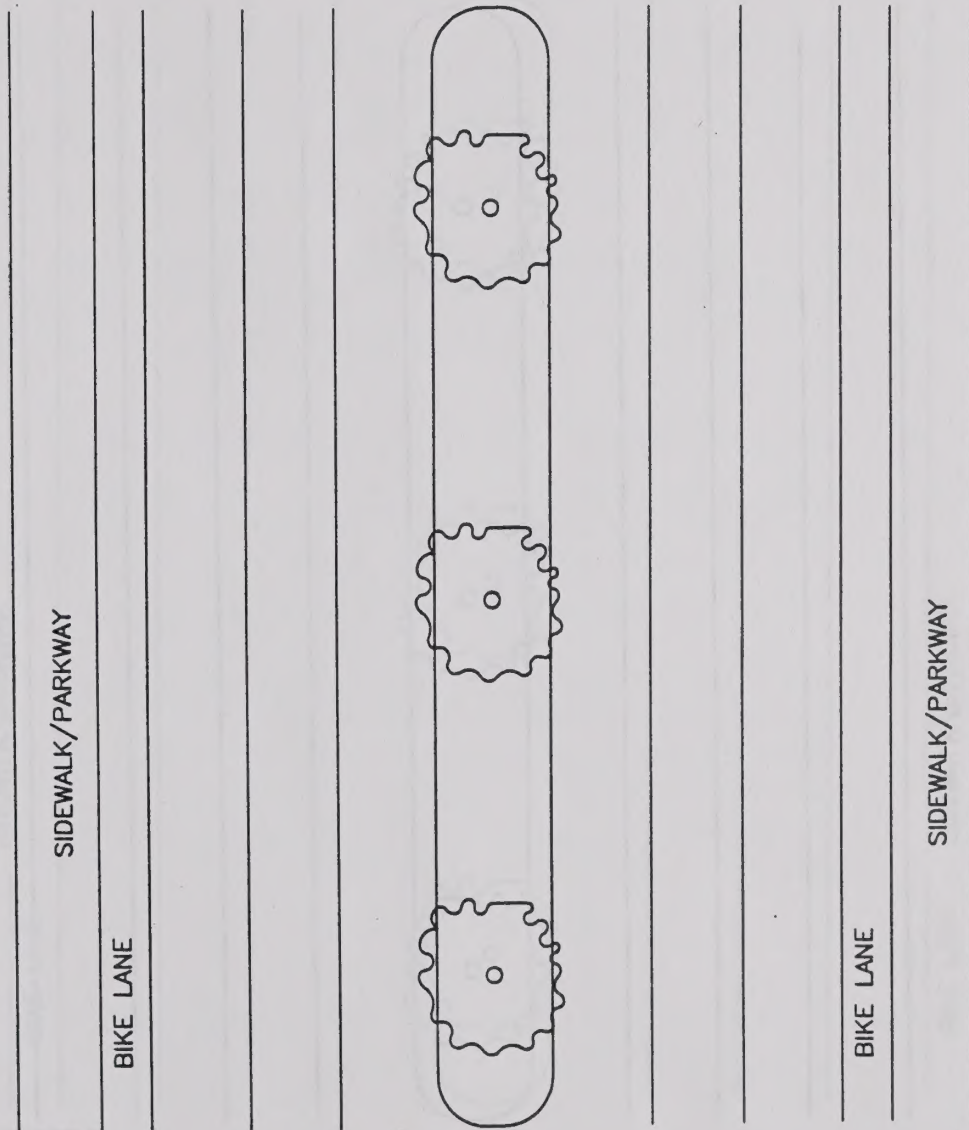
Exhibit C-4 - Major Arterial Highway with Bike Trail Detail



THREE LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING



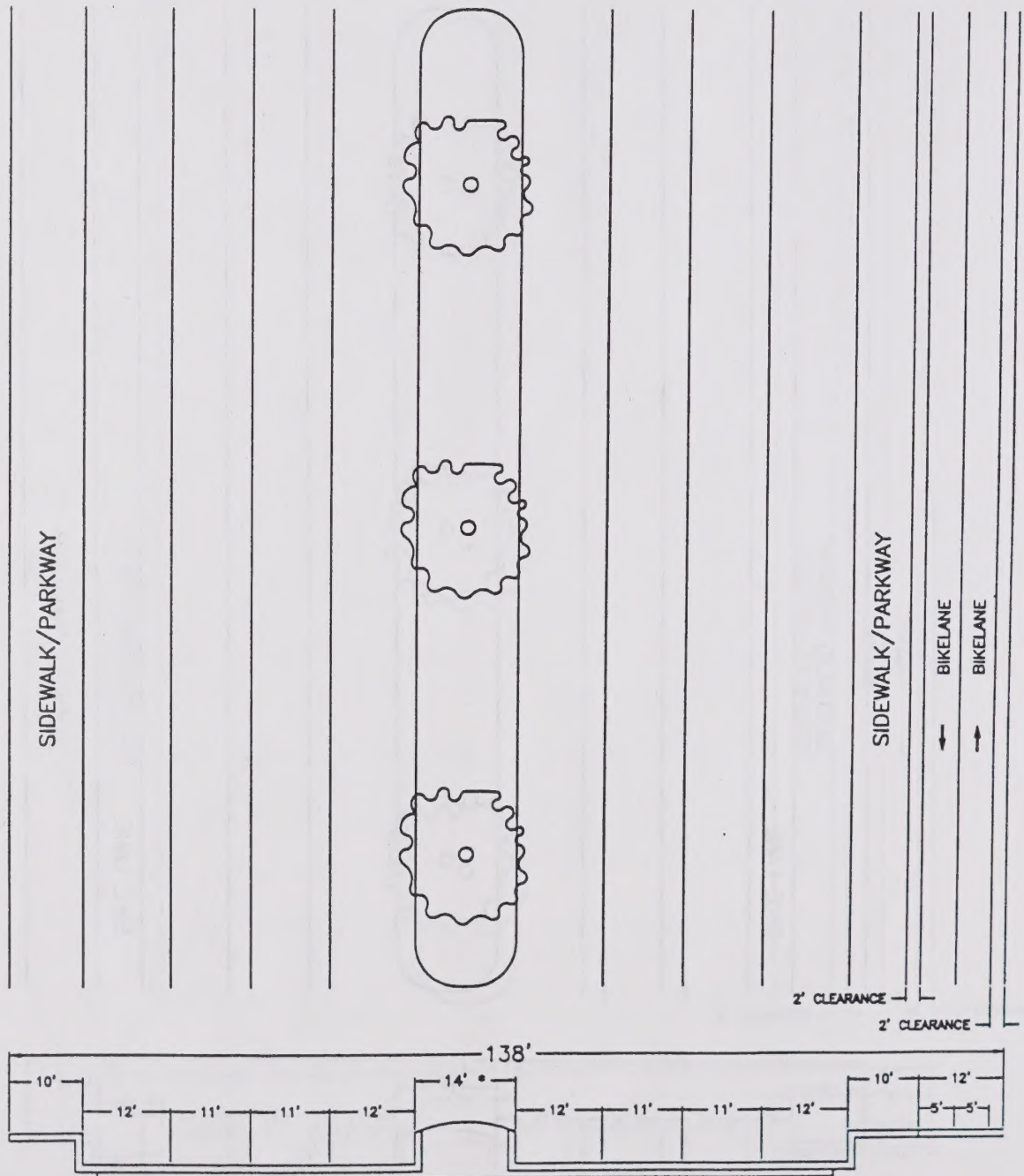
Exhibit C-4a - Major Arterial Highway with Bike Lane Detail



THREE LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING



Exhibit C-5 - Major Arterial Highway 8-Lane Alternative with Bike Trail Detail

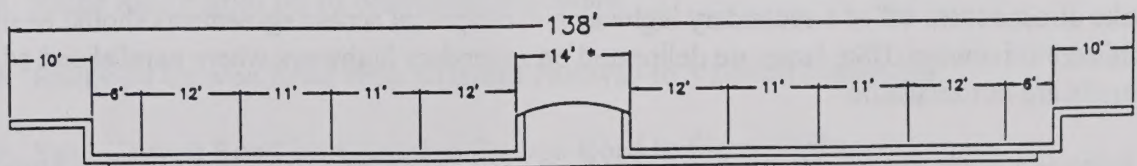
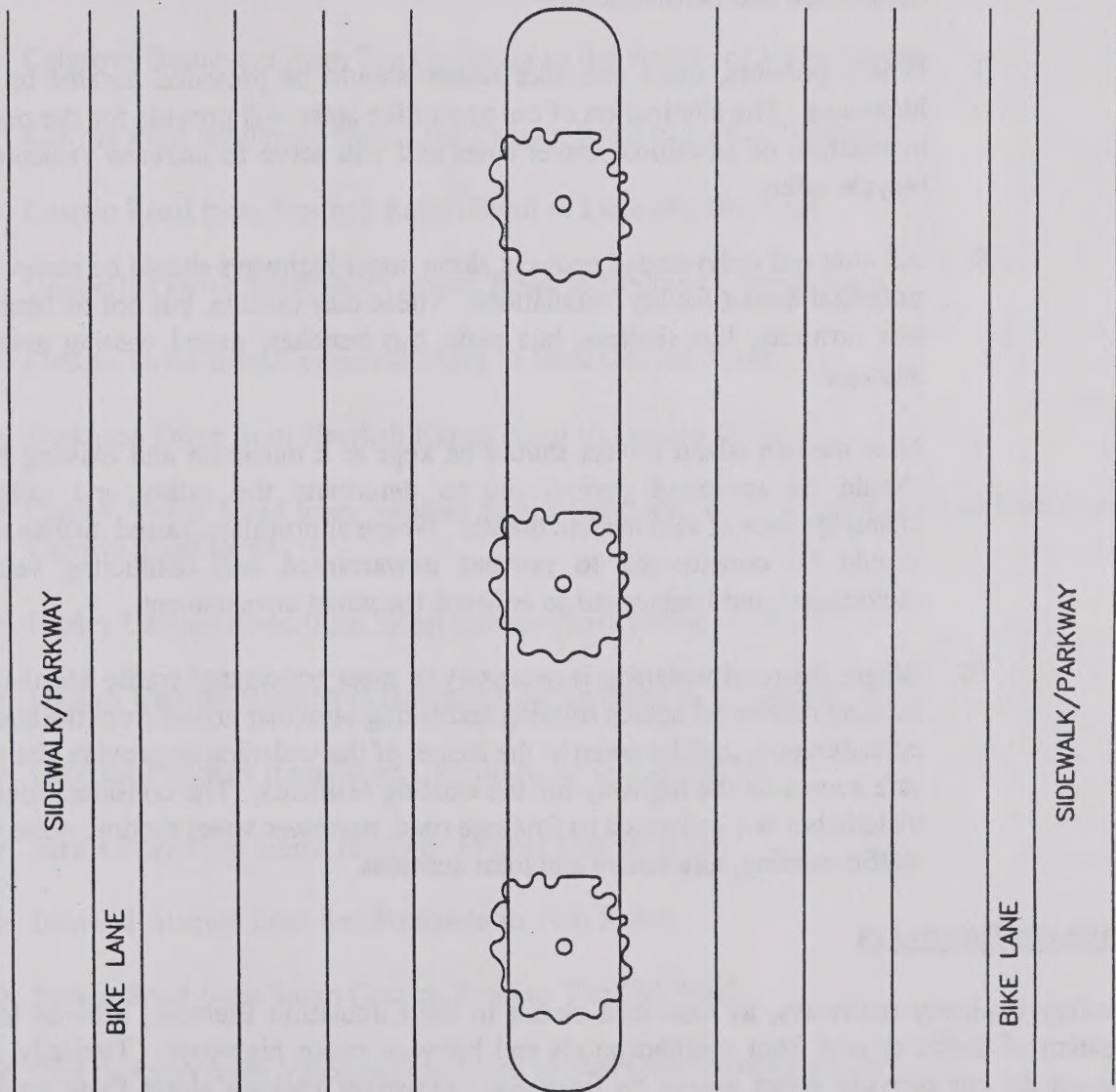


FOUR LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING

* Newhall Ranch Road between I-5 & Bouquet Canyon Road requires 24' median island



Exhibit C-5a - Major Arterial Highway 8-Lane Alternative with Bike Lane Detail



FOUR LANES IN EACH DIRECTION WITH RAISED
LANDSCAPE MEDIAN, NO ON-STREET PARKING

* Newhall Ranch Road between I-5 & Bouquet Canyon Road requires 24' median island



6. When applicable, new developments along major highways should enter into a reciprocal access agreement for the purpose of permitting future driveway elimination and consolidation.
7. Where possible, class one bike routes should be provided parallel to major highways. The elimination of on-street bike lanes will provide for the potential installation of additional travel lanes and will serve to increase vehicular and bicycle safety.
8. All new and redeveloped projects along major highways should be reviewed for potential transit facility installations. These may include, but not be limited to, bus turnouts, bus shelters, bus pads, bus benches, paved waiting areas and signage.
9. New median island breaks should be kept at a minimum and existing breaks should be reviewed periodically to determine the safety and utilization characteristics of said median breaks. Where appropriate, raised median islands should be constructed to prevent unwarranted and conflicting vehicular movements and landscaped to enhance the street environment.
10. Where the road widening is necessary to meet anticipated traffic and there are existing residential homes fronting and taking vehicular access from the highway, consideration shall be given in the design of the widening to provide alternative safe access to the highway for the existing residents. The considerations may include but not be limited to frontage road, narrower street section, noise walls, traffic calming, alternative and joint accesses.

SECONDARY HIGHWAYS

Secondary Highway roadways, as described earlier in the Circulation Element, provide for the movement of traffic to and from neighborhoods and between major highways. Typically, these roadways do not provide direct access to freeways. On-street parking along these streets is commonly limited, as are curb-cuts and bike lanes. To the extent possible, residential units should not take direct access off of a secondary highway and reciprocal access agreements should be utilized to minimize driveways. Bike lanes are delineated on secondary highways where parallel and adjacent bike trails are not available.

The following roadways have been designated by the City of Santa Clarita as Secondary Highways:

- ❖ "A" Street from Poe Parkway to Valencia Boulevard



- ❖ Biscailuz Drive from The Old Road to Castaic Road
- ❖ Bouquet Canyon Road from Vasquez Canyon Road to the Angeles National Forest Boundary
- ❖ Calgrove Boulevard from The Old Road to the vicinity of Valley Street
- ❖ Canyon Park Boulevard from Lost Canyon Road to Sierra Highway
- ❖ Castaic Road from Newhall Ranch Road to Lake Hughes Road
- ❖ Copperhill Drive from Seco Canyon Road to Bouquet Canyon Road
- ❖ Decoro Drive from Copperhill Drive to Seco Canyon Road
- ❖ Dickason Drive from Newhall Ranch Road to Decoro Drive
- ❖ Golden Valley Road from Newhall Ranch Road to Plum Canyon Road and from Placerita Canyon Road to SR-14
- ❖ Hasley Canyon Road from Sloan Canyon Road to Backer Road
- ❖ Haskell Canyon Road from Bouquet Canyon Road to Copperhill Drive
- ❖ Hillcrest Parkway from Sloan Canyon Road to The Old Road
- ❖ Jake's Way from Sierra Highway to Lost Canyon Road
- ❖ Newhall Avenue from San Fernando to 16th Street
- ❖ Parker Road from Sloan Canyon Road to The Old Road
- ❖ Poe Parkway from Valencia Boulevard to Stevenson Ranch Parkway
- ❖ Ridge Route from I-5 to Northlake Boulevard
- ❖ Rockwell Canyon Road from McBean Parkway to Valencia Boulevard
- ❖ Sand Canyon Road from Soledad Canyon Road to Sierra Highway
- ❖ San Francisquito Canyon Road from Copperhill Drive to Angeles National Forest



- ❖ Seco Canyon Road from Bouquet Canyon Road to Copperhill Drive
- ❖ Shadow Pines Boulevard from Soledad Canyon Road to Davenport Road
- ❖ The Old Road from Pico Canyon Road to Calgrove Boulevard and from Backer Road to north of Sloan Canyon Road
- ❖ Tournament Road from McBean Parkway to Wiley Canyon Road
- ❖ Tourney Road from Magic Mountain Parkway to Valencia Boulevard
- ❖ Valley Street from Calgrove Boulevard to Lyons Avenue
- ❖ Whites Canyon Road from Plum Canyon Road to Vasquez Canyon Road
- ❖ Wiley Canyon Road from Calgrove Boulevard to Lyons Avenue
- ❖ 16th Street from Orchard Village Road to San Fernando Road

As proposed, these streets are designated as four-lane, divided roadways with no parking. Bike lanes are provided on-street where parallel and adjacent bikeways are not available. Design standards for secondary roadways usually require raised median islands for the division of traffic flows. The standard design width of an urban secondary highway is 88' from right-of-way to right-of-way. The standard for a suburban secondary highway may use 92' from right-of-way to right-of-way to accommodate traffic flows. Additional right-of-way may be necessary to accommodate bicycle lanes or transit improvements where appropriate. Examples of standard designs for secondary highways are shown in Exhibits C-6, C-6a, C-7, and C-7a.

For secondary highways the following circulation element standards are presented:

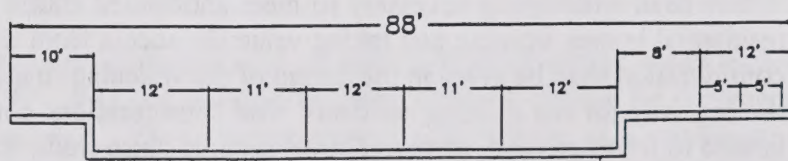
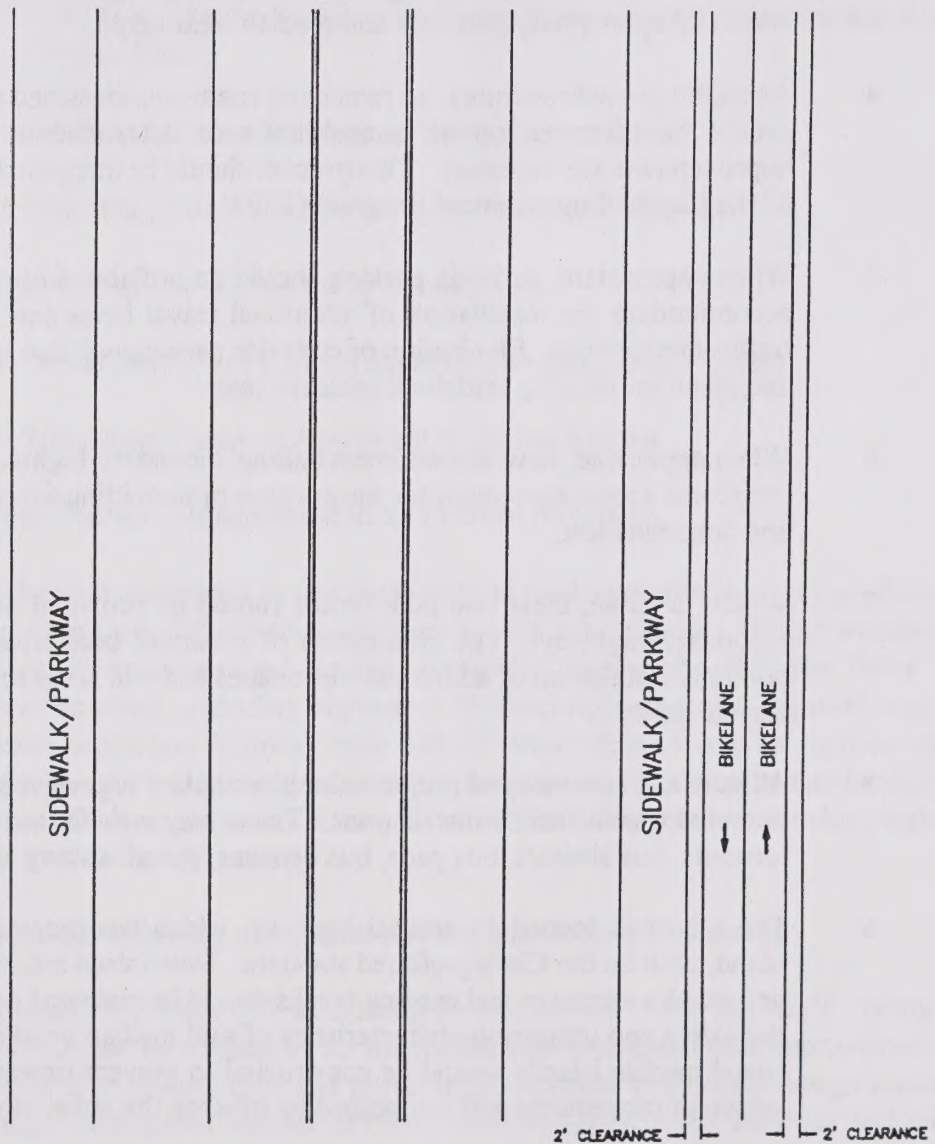
1. All secondary highways with an existing level of service lower than an "E" rating (i.e., level "F") should be considered for immediate improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
2. All secondary highways with an existing level of service lower than a "D" rating (i.e., level "E"), and not covered by Item 1 above, should be considered for near-term improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.



3. All secondary highways with an existing level of service lower than a "C" rating (i.e., level "D"), and not covered by Item 2 above, should be considered for long-range improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
4. As traffic growth warrants, all remaining roadways classified as secondary highways should be reviewed on an annual basis to determine levels of service and if improvements are necessary. This process should be integrated into the annual review of the Capital Improvement Program (CIP).
5. When appropriate, curbside parking should be prohibited on secondary highways to accommodate the installation of additional travel lanes and to minimize excessive traffic interruptions. Elimination of curb side parking will also increase vehicular safety and assist in reducing midblock accident rates.
6. When applicable, new developments along secondary highways should enter into a reciprocal access agreement for the purpose of permitting future driveway elimination and consolidation.
7. Where possible, class one bike routes should be provided parallel and adjacent to secondary highways. The elimination of on-street bike lanes will provide for the potential installation of additional travel lanes and will serve to increase vehicular and bicycle safety.
8. All new and redeveloped projects along secondary highways should be reviewed for potential transit facility installations. These may include, but not be limited to, bus turnouts, bus shelters, bus pads, bus benches, paved waiting areas and signage.
9. The suburban secondary arterial highway, which incorporates a landscape median island, shall be the City's preferred standard. New raised median island breaks should be kept at a minimum and existing breaks should be reviewed periodically to determine the safety and utilization characteristics of said median breaks. Where appropriate, raised median islands should be constructed to prevent unwarranted and hazardous vehicular movements and landscaped to enhance the street environment.
10. Where road widening is necessary to meet anticipated traffic and there are existing residential homes fronting and taking vehicular access from the secondary highway, consideration shall be given in the design of the widening to alternative safe access to the highway for the existing residents. The considerations could include but not be limited to frontage road, narrower street section, noise walls, traffic calming measures and alternative and joint accesses.



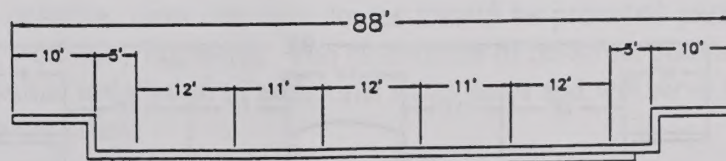
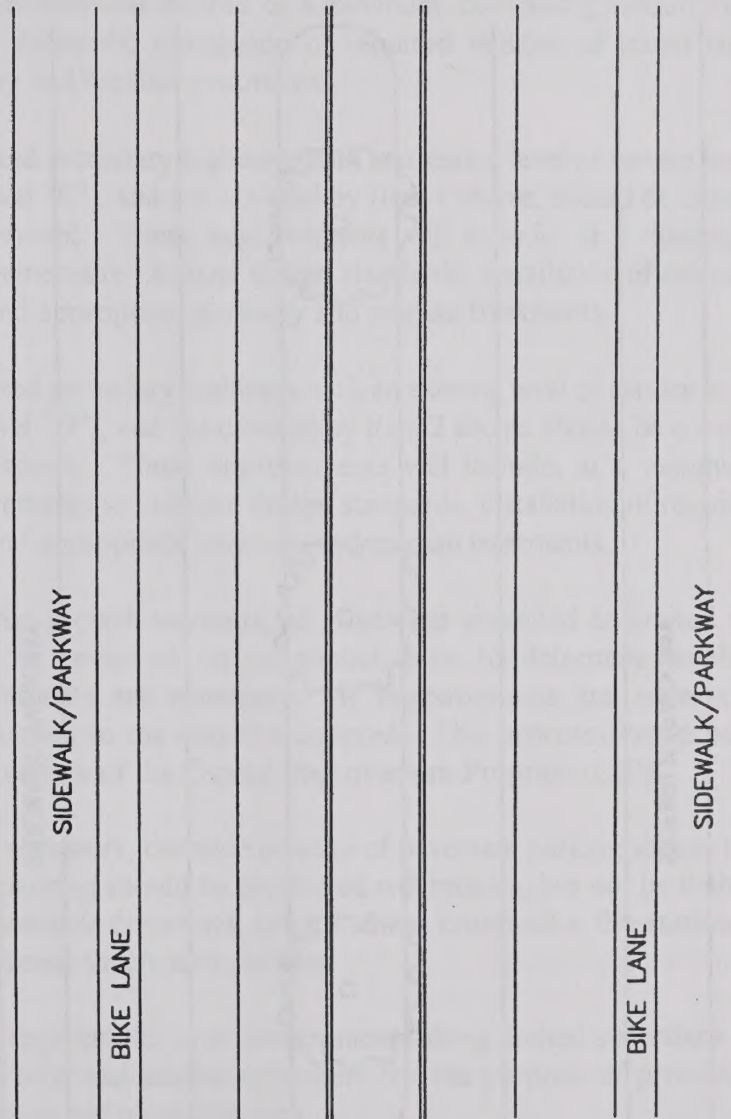
Exhibit C-6 - Urban Secondary Arterial Highway with Bike Trail Detail



TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT
TURN LANE, NO ON-STREET PARKING



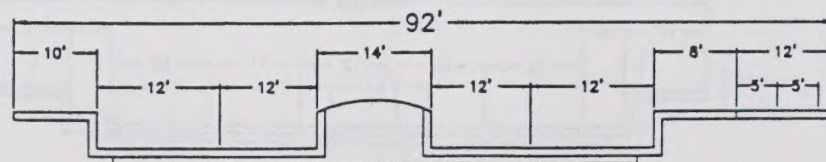
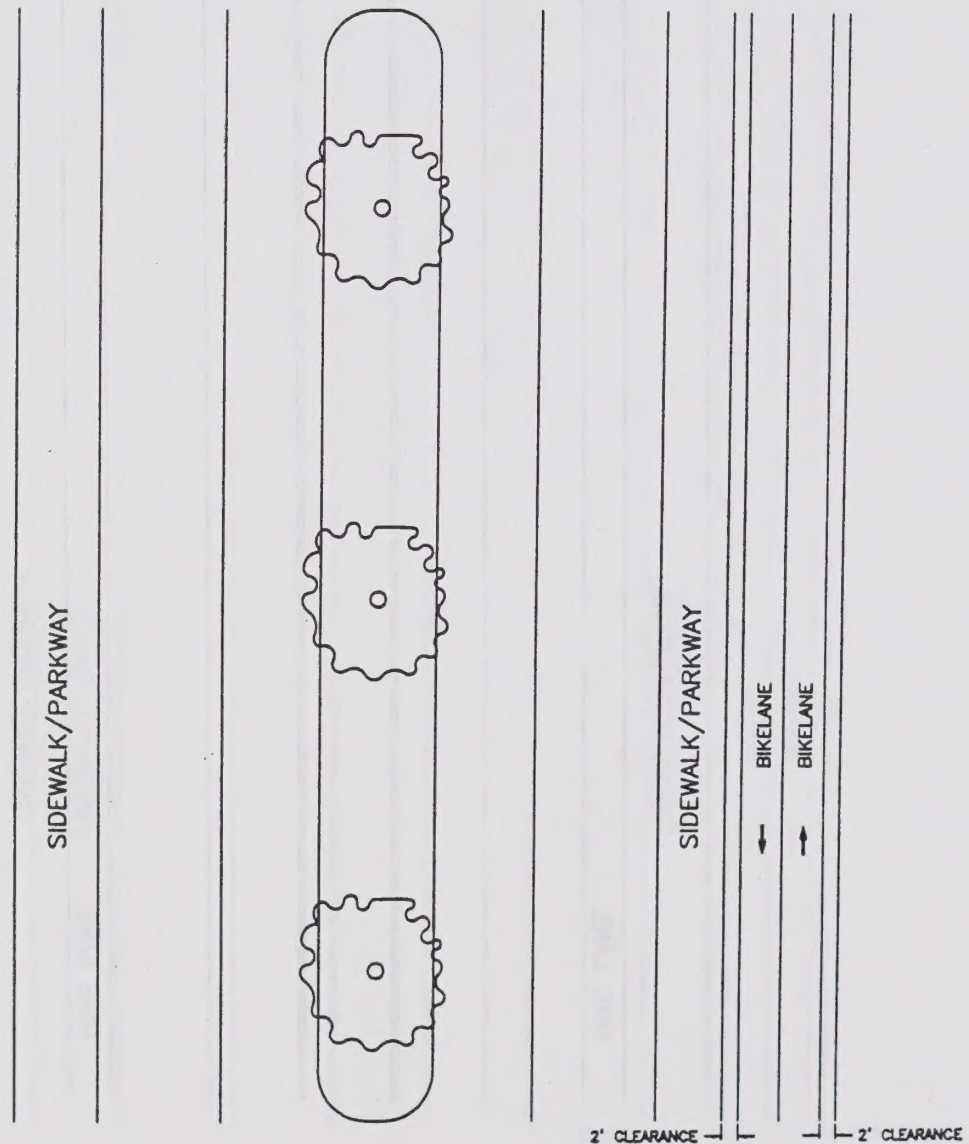
Exhibit C-6a - Urban Secondary Arterial Highway with Bike Lane Detail



TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT
TURN LANE, NO ON-STREET PARKING



Exhibit C-7 - Sub-Urban Secondary Arterial Highway with Bike Trail Detail



TWO LANES IN EACH DIRECTION WITH RAISED LANDSCAPE
MEDIAN, NO ON-STREET PARKING



For limited secondary highways the following circulation element standards are presented:

1. All limited secondary highways with an existing level of service lower than an "E" rating (i.e., level "F") should be considered for immediate improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
2. All limited secondary highways with an existing level of service lower than a "D" rating (i.e., level "E"), and not covered by Item 1 above, should be considered for near-term improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
3. All limited secondary highways with an existing level of service lower than a "C" rating (i.e., level "D"), and not covered by Item 2 above, should be considered for long-range improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
4. As traffic growth warrants, all roadways classified as limited secondary highways should be reviewed on an annual basis to determine levels of service and if improvements are necessary. If improvements are necessary, they should be implemented to the extent warranted. This process should be integrated into the annual review of the Capital Improvement Program (CIP).
5. Where necessary, curbside or edge of pavement parking should be minimized. Areas where parking should be prohibited will include, but not be limited to, intersections, high generator driveways, school zones, crosswalks, fire stations, railroad crossings and adjacent to left turn pockets.
6. Where appropriate, new developments along limited secondary highways may enter into a reciprocal access agreement for the purpose of permitting future driveway elimination and consolidation.
7. Where possible, class one bike routes should be provided parallel and adjacent to limited secondary highways. The elimination of on-street bike lanes will provide for the potential installation of additional travel lanes and will serve to increase vehicular and bicycle safety.



8. When appropriate, new and redeveloped projects along limited secondary highways should be reviewed for potential transit facility installations. These may include, but not be limited to, bus turnouts and bus shelters.
9. New median island breaks should be kept at a minimum and existing breaks should be reviewed periodically to determine the safety and utilization characteristics of said median breaks.

COLLECTOR AND LOCAL STREETS

Collector and local streets are not shown on any plan map. Collector and local street standards and policies are, however, maintained by the City's engineering office. In general, collector streets shall serve to link neighborhoods to the arterial streets, and should be planned to reduce street mileage while providing adequate service in accordance with the zoning and subdivision ordinances. Residential driveway access to residential collector and local streets may be prohibited where deemed appropriate by the City's engineering office.

TRAFFIC CALMING

Most local and collector streets were not designed for speed, not to carry through traffic. "Traffic calming" features can be used selectively to reduce speeds and encourage some drivers to return to arterial streets. These traffic calming measures may include, but are not limited to, traffic circles, roundabouts, raised intersections, textured paving and serpentine street designs. Traffic calming measures may be required on collector and local streets where deemed appropriate by the City's engineering office.

AUGMENTED INTERSECTIONS

Augmented intersections provide additional lanes at intersections to allow for turns and acceleration/deceleration. Dedicated turn lanes and acceleration/deceleration lanes allow through the through travel lanes to carry greater numbers of vehicles, thereby increasing the carrying capacity of the roadways. A major highway with augmented intersections would have six through lanes, but may widen to eight to ten lanes at intersections to accommodate the additional turning and acceleration/deceleration lanes. Additional rights-of-way are necessary to accommodate augmented intersections. Thus, where warranted, augmented intersections should be placed on new roadway links, and on existing links where practical.

A signal interconnect is a hardwire link between traffic signals at different intersections. Interconnecting traffic signals can allow for synchronization between the timing of signals at different intersections. Synchronization of traffic signals can aid in more efficient traffic flow and minimize delays. Use of signal interconnects to improve traffic flow is desirable for major roadways throughout the Santa Clarita Valley Planning Area.



MULTI-USE CORRIDORS AND THE BIKEWAY MASTER PLAN

Bikeways are an important facet of the City's Multi-use Corridor System. These corridors allow for connections between neighborhoods, employment centers, schools and parks and provide the backbone of the City's trail system. Multi-use corridors integrate paths for bicycles, pedestrians and equestrians and are designed to serve a variety of users, from beginners to advanced, from commuters to recreationists. Exhibit C-8 shows the City's Multi-Use Corridor System and Exhibit C-8a shows typical path and multi-use corridor cross sections.

The bicycle is experiencing more commuter and recreational usage today than at any other time in recent history. Bicycles, as a means of transportation, have many positive benefits, such as decreased air pollution and increased personal physical fitness. Bicycles use travel lanes as allowed by the Vehicle Code. Since the two means of transportation often come into conflict, it is recommended that bicycles and automobiles be physically separated whenever possible.

The Master Plan of Bikeways proposed through this Circulation Element identifies the need for future off-road facilities. Where practical, bike lanes should be placed on major and secondary roadways where parallel class one routes are unavailable. To be considered a parallel route, the class one bikeway must be adjacent to the roadway (e.g. the Chuck Pontius Commuter Rail Trail and Soledad Canyon Road.) Bike facilities should link regional and local recreational facilities as well multi-modal transit centers, employment areas, residential areas, and other destination points. The Master Plan of Bikeways is shown as Exhibit 9.

It is the policy of this plan that bikeways link schools, park facilities, major civic uses and employment centers wherever possible. Bicycle paths should take advantage of off-road area and flood control channels as appropriate. Where a facility such as a park or school can only be accessed by a local street, directional signs for bicyclists can be posted on local streets to provide direction.

The proposed Bikeway Master Plan is composed of the following three bicycle path classifications.

- ❖ Class I bicycle paths are separated rights-of-way and are generally included as part of a multi-use corridor.
- ❖ Class II bicycle lanes are reserved rights-of-way within the street itself and are designated for the use of bicycles.
- ❖ Class III bicycle routes are in rights-of-way shared with automobiles and designated by signs and/or stenciled pavement markings.

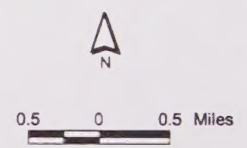
Where reasonable, additional roadway rights-of-way should be taken where greater pavement width would facilitate installation of class II and class III bicycle routes.

MULTI-USE TRAIL SYSTEM



Legend:

- Bike Lane
- Bike Path or Trail
- Bike Route
- Proposed
- Freeway
- City of Santa Clarita



The City of Santa Clarita does not warrant the accuracy of the data and assumes no liability for any errors or omissions.

Map prepared by: Planning & Building Services
- GIS Division

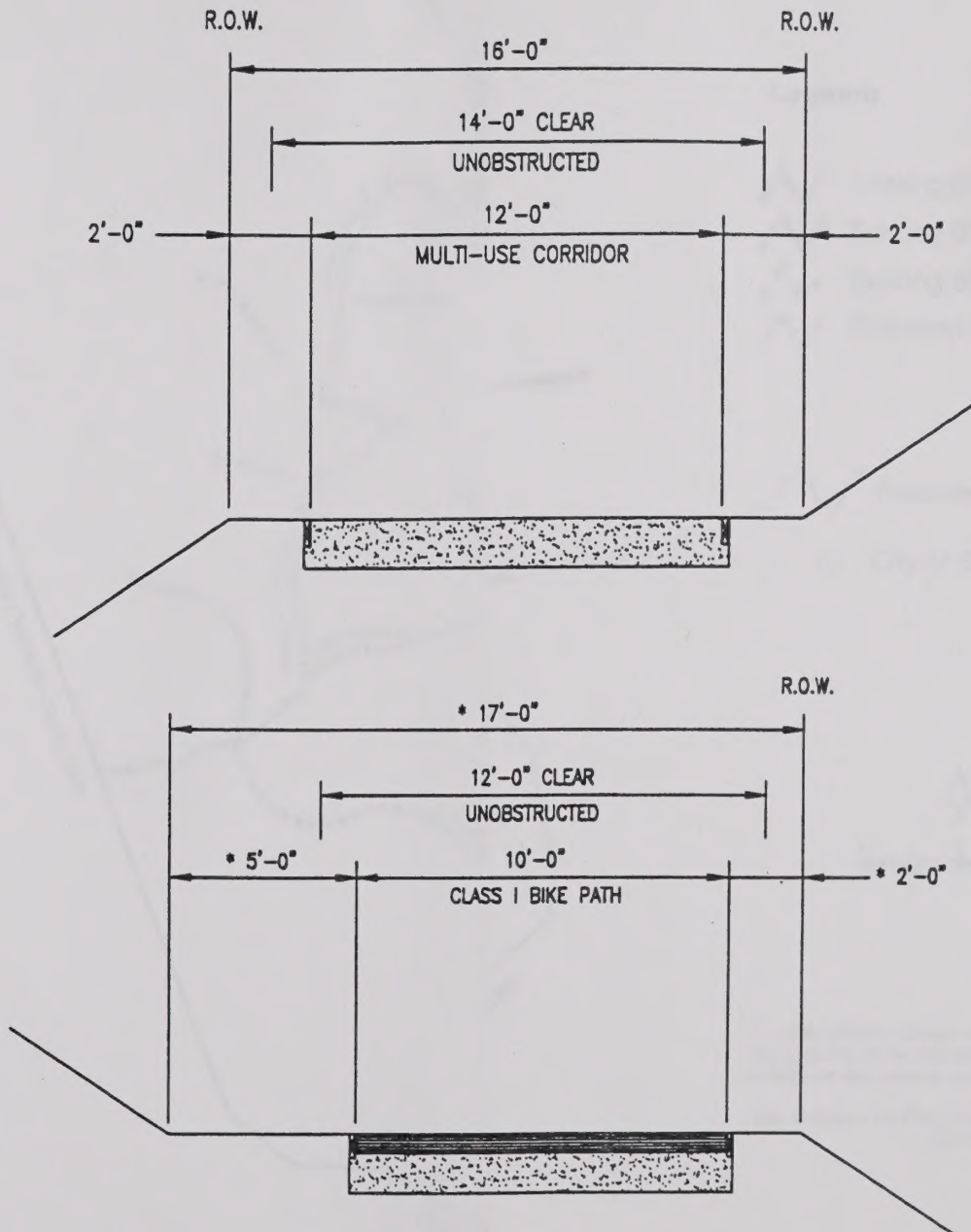


City of Santa Clarita
Santa Clarita General Plan





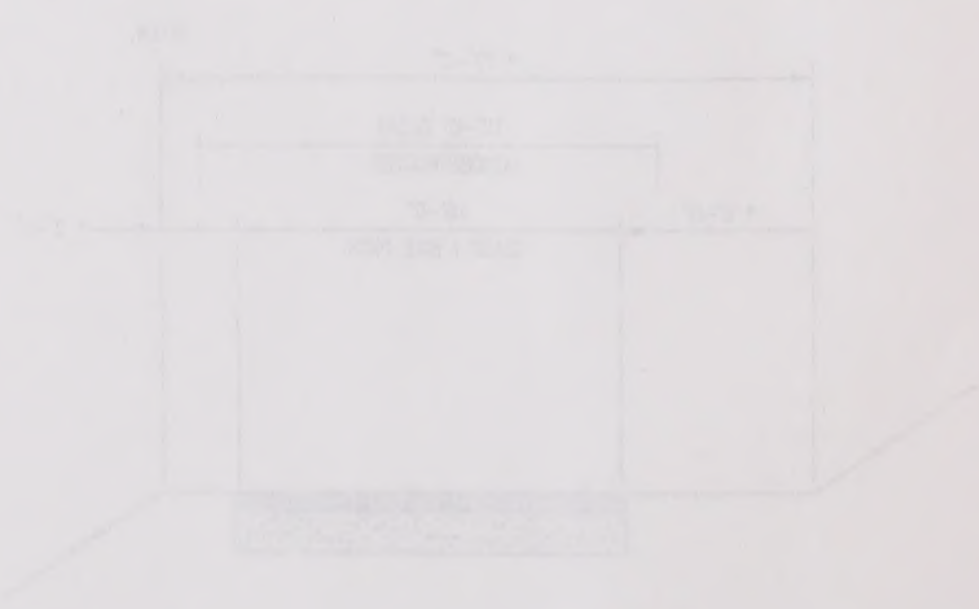
Exhibit C-8a - Multi-Use Corridor Cross-Section
Typical Path Cross-Section



* DIMENSIONS SHOWN ARE MINIMUM DIMENSIONS. DIMENSIONS SHALL BE INCREASED AS NECESSARY TO SATISFY SIDEWALK, JOGGING PATH, LANDSCAPING, FENCING, AND OTHER REQUIREMENTS.



Sanitation Department
Solid Waste Division
Typical Sanitation Station



Sanitation Station
Solid Waste Division
Sanitation Department

MASTER PLAN OF BIKEWAYS

Planning Area Boundary

Planning Area Boundary

Planning Area Boundary

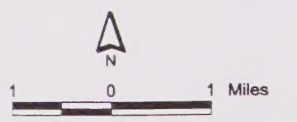
Planning Area Boundary

Los Angeles / Ventura County Line

Legend:

- Existing Bike Path
- Existing Bike Lane
- Existing Bike Route
- Proposed Bikeways

- Freeway
- City of Santa Clarita

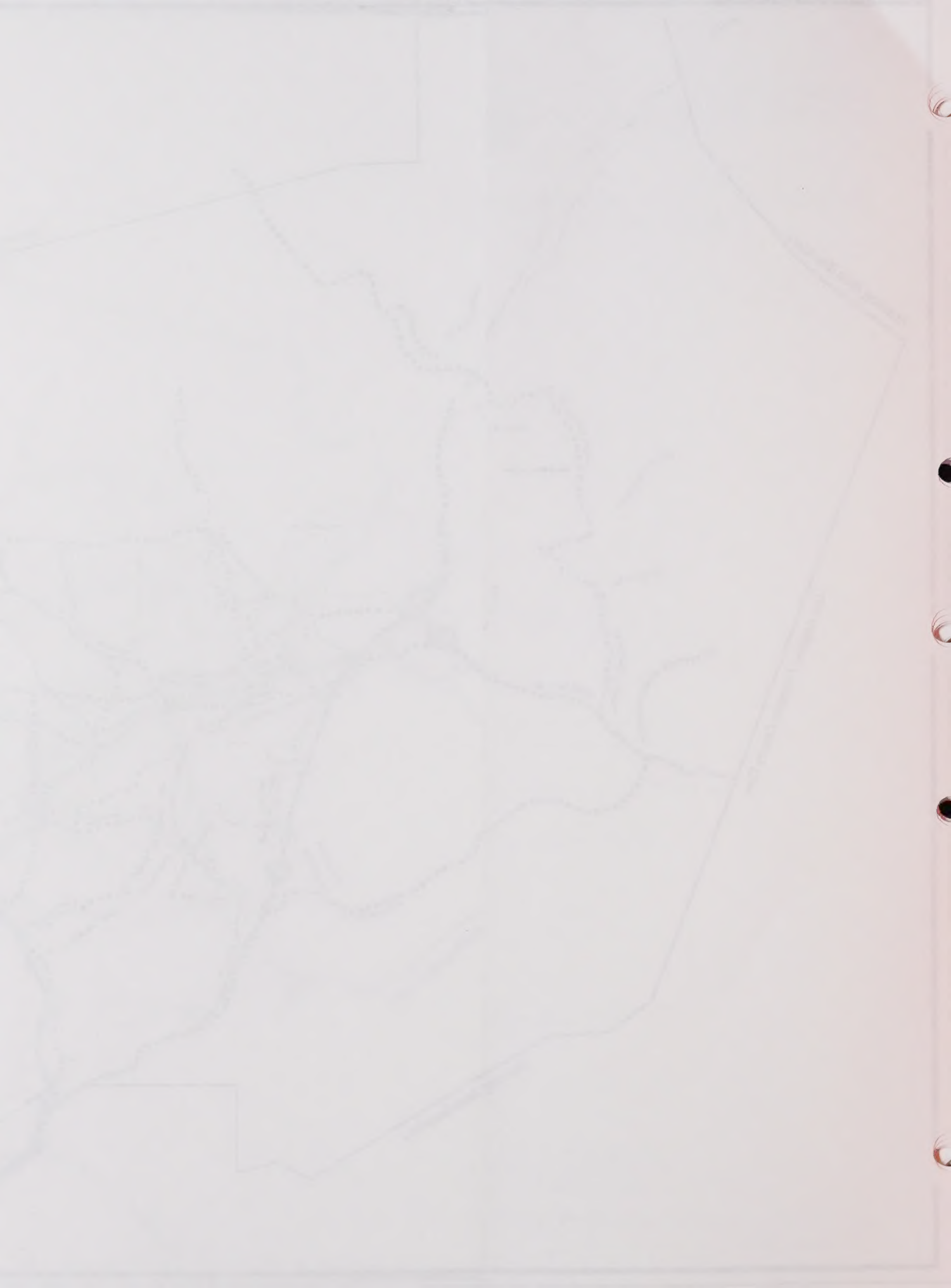


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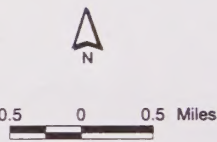
City of Santa Clarita
Santa Clarita General Plan



**TRUCK ROUTE &
SUPERTRUCK ROUTE (STAA)
1997**



- Legend:**
-  Truck & Supertruck Route
 -  City of Santa Clarita

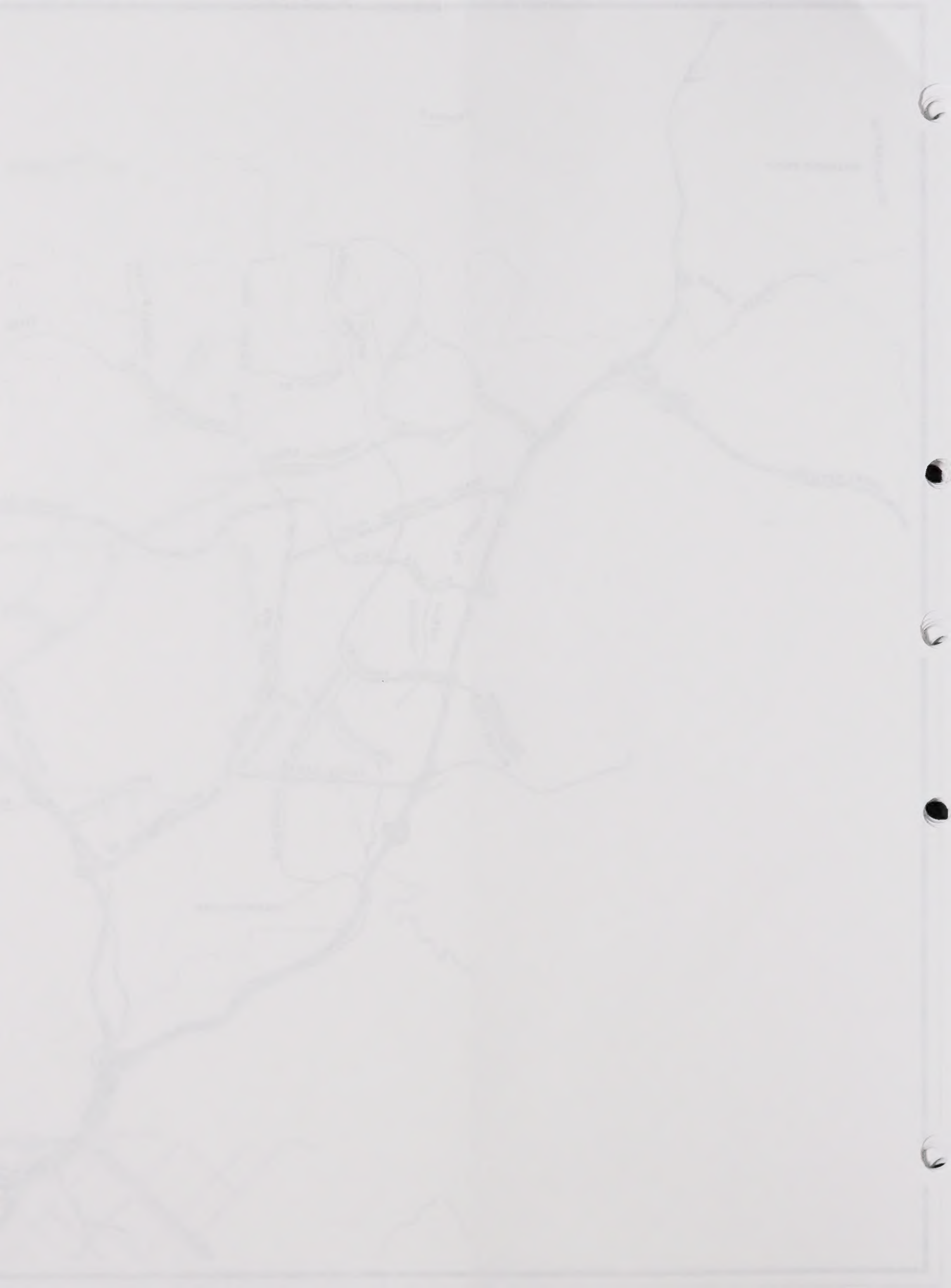


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Map prepared by: Planning & Building Services
- GIS Division



City of Santa Clarita
Santa Clarita General Plan



**PUBLIC TRANSPORTATION****Fixed Route and Commuter Service**

The City of Santa Clarita is currently serviced by the SCT for both local and daily commuter service to Los Angeles. The proposed plan for public transportation incorporates several additional routes within the City and the Planning Area, the creation of additional park-n-ride facilities, provisions for multi-modal transit centers, expansion of commuter rail service, implementation of several rail station stops and bus service improvements (i.e., bus shelters and bus turnout bays).

Light Rail and High Speed Rail

Expansion of rail transportation opportunities is anticipated in the future. The State Rail Plan proposes to extend the San Joaquin Line from Bakersfield to Los Angeles through the Santa Clarita Valley. There is no timeline associated with the extension of this line.

Continuous rail connection between the Santa Clarita Metrolink line and Ventura is desired in the future. The City strongly supports this rail connection and will pursue opportunities to re-establish this rail connection through either a freight or light rail system. Likewise, the City will support the efforts of other agencies such as SCAG, the County of Los Angeles and the County of Ventura to preserve appropriate right-of-way and construct the line.

High speed rail has been proposed to connect northern and southern California. The alignment for the high speed rail is likely to run through the Antelope Valley and Santa Clarita Valley on its way to its ultimate destination in San Diego. A high speed rail station is planned for the Santa Clarita Valley, however, a precise location is yet to be determined. Very High Speed (VHS) steel-wheel-on-steel-rail technology (such as the Japanese Bullet Train and the French TGV) and magnetic levitation (maglev) technology are under consideration. The City will work with the state's Intercity High Speed Rail Authority as high speed rail implementation continues to ensure that any future high speed rail station in Santa Clarita will integrate into the existing City transit system.

The Circulation Element proposals for public transportation are as follows:

1. Develop and implement additional bus routes for several roadways within the City limits. Expand commuter services.
2. Pursue and develop multi-modal facilities along mobility corridors which will provide service to rail, commuter bus, local bus, Dial-a-Ride, local park-n-ride facilities, and bike stations.



3. Require focused bus facilities in new developments. These "focused" improvements could include on-site terminal activity (i.e., mall locations), bus shelters and turnout bays adjacent to public right-of-way.
4. Provide centralized bus/rail/commuter information kiosk type posts for placement in heavy pedestrian and bus activity areas.
5. Establish commuter and high-speed rail station locations and develop and design plan for users to enhance commuter opportunities.
6. Encourage methods to increase ridership including advertising, education, increased bus pass sales outlets, ridership incentives, etc.
7. Provide land use standards for new development that encourage transit use and ensure new development and redevelopment are "transit friendly" in design.
8. Participate in agreements with Los Angeles County Department of Public Works Transit Division for Transit Services to continue funding a portion of operating costs for local commuter service and Dial-a-Ride.
9. Recognize opportunities to work with other agencies in North Los Angeles County and Ventura County to enhance transportation opportunities for Santa Clarita.

TRUCK ROUTES

One of the primary goals of a Circulation Element is to provide for the safe and efficient movement of traffic and goods. Industrial uses require truck access for the delivery of raw materials or unfinished parts, the shifting of inventories and the delivery of finished products to the marketplace.

Commercial uses require the delivery of sales goods to market and the transferring of commercial inventories.

Regular truck routes within the Circulation Element Plan serve to minimize the effects of truck traffic within the circulation system, including noise and reduced roadway and intersection capacity. Additionally, truck routes serve to identify additional structural requirements imposed on the arterial roadway system and minimize the effects of structural deterioration within the circulation system.

Truck routes are planned to service the commercial and industrial components of the land use plan adequately and provide sufficient access to the regional freeway system. Generally, truck routes are placed away from residential and light retail commercial uses and function along roadways leading from industrial and business park uses.



A truck route and supertruck route plan for the City that identifies appropriate truck routes is shown on Exhibit C-10. Trucks may be restricted on certain roadways based on vehicle size, weight and time of travel. Of particular concern is the impact truck traffic may have upon residential neighborhoods. Truck routes shall be appropriately designated with street signs. In order to facilitate and maintain peak commuter traffic flows, truck travel should be encouraged during off peak periods. These off peak periods generally range from 9:00 a.m. to 4:00 p.m. and from 9:00 p.m. to 4:00 a.m.

IMPLEMENTATION PLAN OF THE CIRCULATION ELEMENT

The City believes in and is committed to the implementation of this plan. Whereas, the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementation of actions that the City subsequently undertakes.

The primary tools with which the City implements the Circulation Element of the plan include:

- ❖ A valley-wide traffic model developed with a consensus approach between the City, County, and SCAG.
- ❖ Standards for right-of-way dedication and acquisition.
- ❖ Roadway improvement standards and programs.
- ❖ Bikeway programs, trail standards and expanded roadway rights-of-way for bike lanes.
- ❖ Unified Development Code which includes standards for parking and access.
- ❖ Transportation Development Plan.
- ❖ Congestion management programs.
- ❖ Development agreements.
- ❖ Capital improvement programs.
- ❖ Transportation facility improvement financing programs.
- ❖ Review of individual development projects with attention to pedestrian, transit and bicycle access.

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